

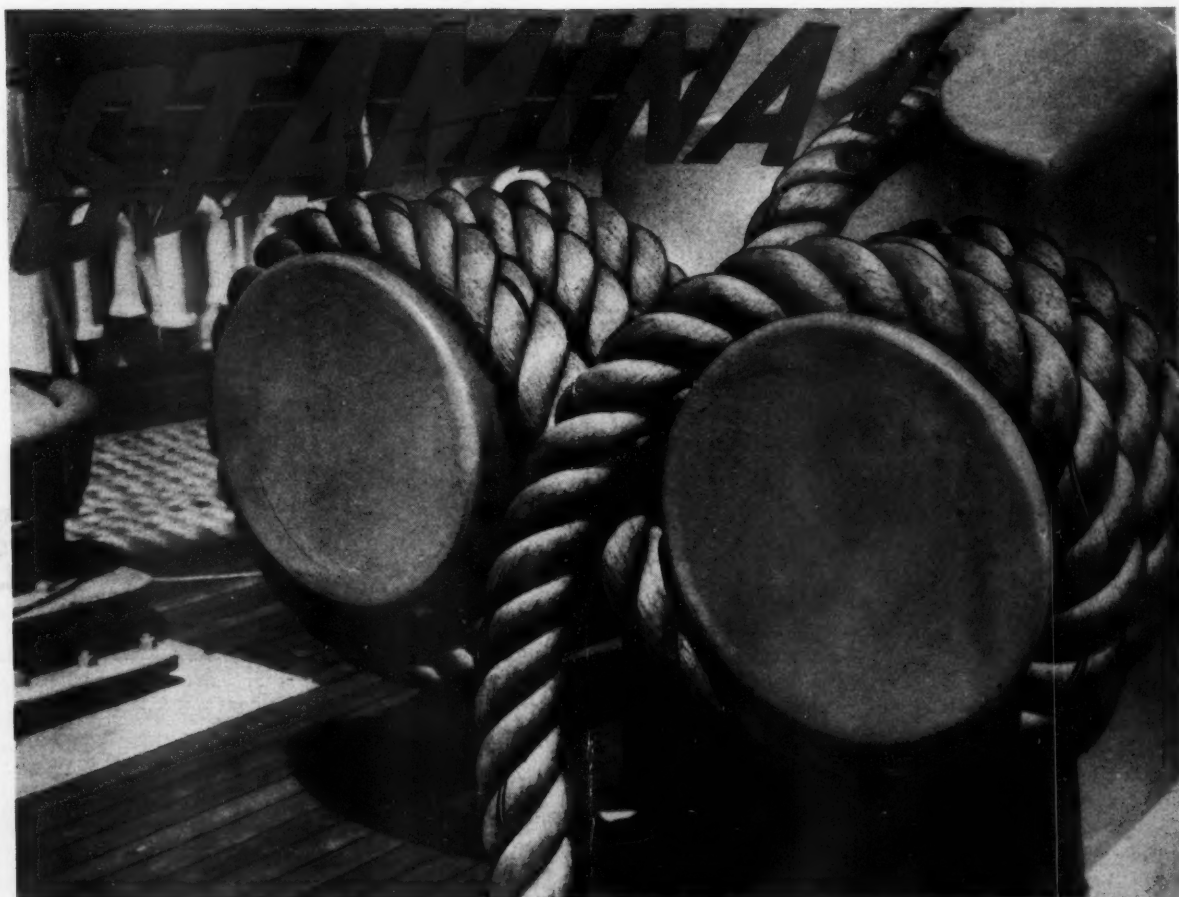
ATLANTIC FISHERMAN

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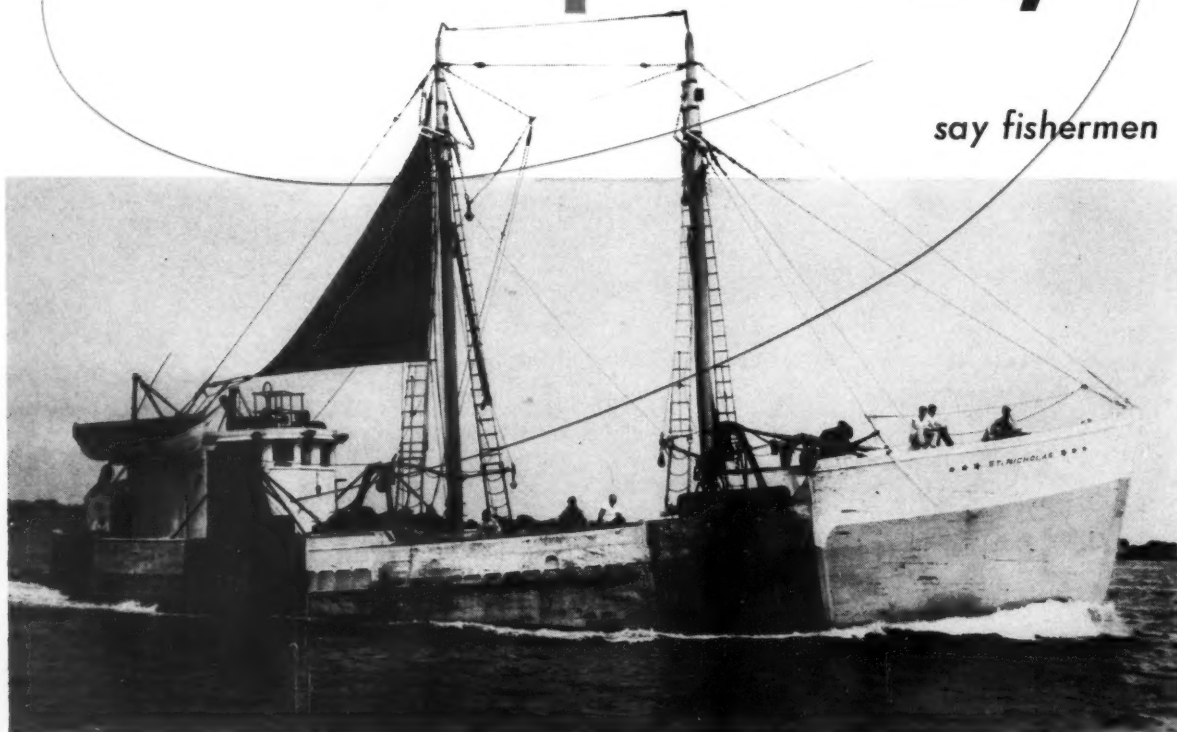


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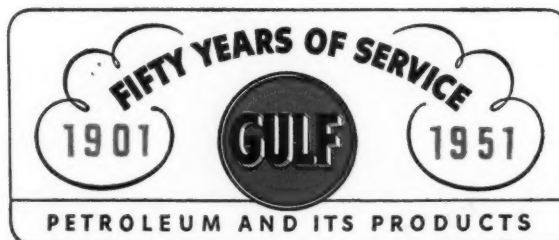
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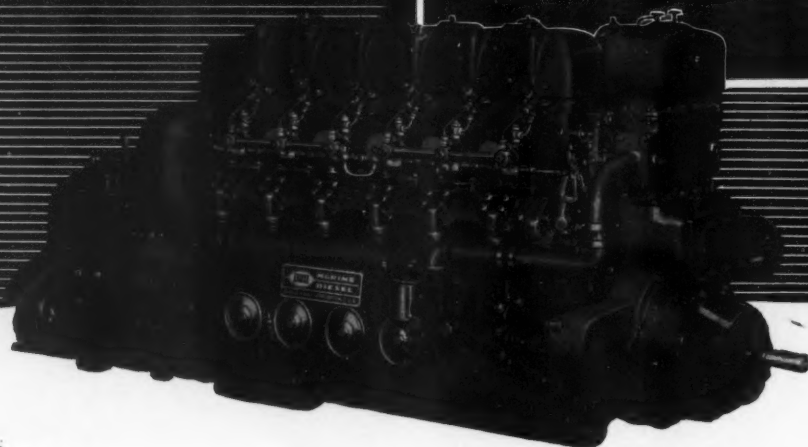
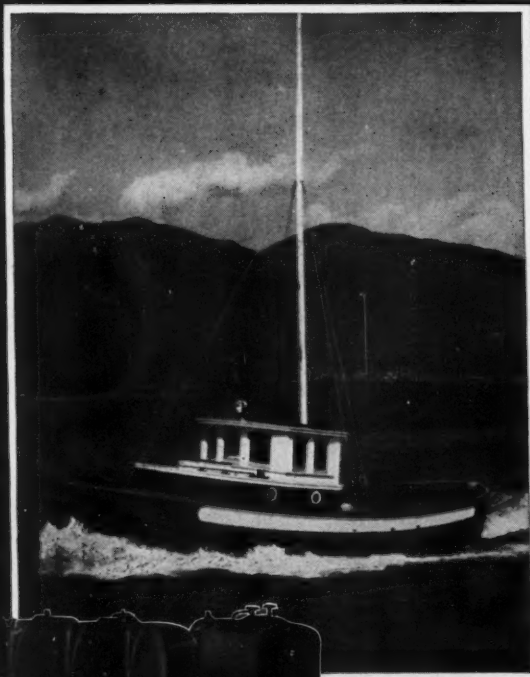
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Fishing Regulations Are Designed to Maintain Productive Resource

In order to curb a reported increase in illegal fishing, the Fisheries Department of Canada is considering the imposition of more severe penalties for law violations. Present fines are relatively insignificant and appear to be an insufficient deterrent. "Small fines", says the Department, "are useless when illegal fishing can be as profitable as it is today."

At a recent meeting in Vancouver, Canada's Deputy Minister of Fisheries, Stewart Bates, outlined the Department's problems in dealing with offenders, who are small in number but who inflict serious damage.

"Too many people perhaps forget that our officers are protecting the fish for the sake of the fishing industry," Mr. Bates said. "The maintenance of this resource provides the means of livelihood to the fishermen, to the processors and to the shore plant workers."

"Some people regard the situation as a game or even a battle—a battle of wits and ships between the Department and the industry," Mr. Bates went on. "There should be no battle, and those responsible for it ought to be condemned by the fishing industry, as well as by society generally. Those who would rob creeks, and kill off the whole stock are stealing not only from their fellow fishermen, but from the children of these fishermen and themselves in the future."

"Creek robbers should not belong to the fellowship of fishermen. They should be ostracized and, if need be, informed on. In short, the Department thinks that the bulk of the industry, both fishermen and processors, can help us to root out that small minority that is stealing from us all," Mr. Bates declared.

As an example of how industry can help itself protect fish stocks, the Deputy Minister referred to one district on the Atlantic coast where the Fishermen's Co-operative does its own police work to cope with illegal lobster fishermen. It hands out stiff penalties to any of its members it finds taking lobsters out of season, or under size. "That district," Mr. Bates said, "has proven to itself that it can increase its own income by proper conservation and protection."

"We believe," said Mr. Bates, "that the bulk of the fishermen will agree that stiffer penalties should be imposed on those who are persistent offenders, or on those caught in the most serious type of offense against their fellow fishermen. Most fishermen will agree that the punishment should fit the crime."

Like Canada, the United States is faced with the problem of combatting illegal fishing. The conservation departments of various States maintain patrols to enforce regulations, and it is not infrequently that violators are apprehended.

If the aquatic food supply is to be maintained, certain protective measures must be carried out to insure the escapement from nets, traps and hooks of a sufficient number of fish to propagate the species.

Regulations have been designed to provide the necessary conditions of conservation, while at the same time causing the least amount of interference with the welfare of fishermen. Conservation laws are based on scientific inquiry and experience, with the aim of maintaining and expanding fish stocks.

Regulatory bodies are ready to reconsider or make modifications and adjustments in regulations when it appears that such action will foster development of the industry, as well as safeguard its future well-being.

As Mr. Bates aptly stated, protection work is not a matter of Government against industry, but rather a matter of Government and industry rooting out the few offenders who are ready to steal the livelihood of others, and deplete the resource for all time. Commercial fishermen everywhere should realize that fishing regulations are promulgated for the best interests of the majority concerned, and that infringement of the law for temporary personal gain is a short-sighted policy.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

The Magazine for Fish and Shellfish Producers
On Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXII

FEBRUARY 1951

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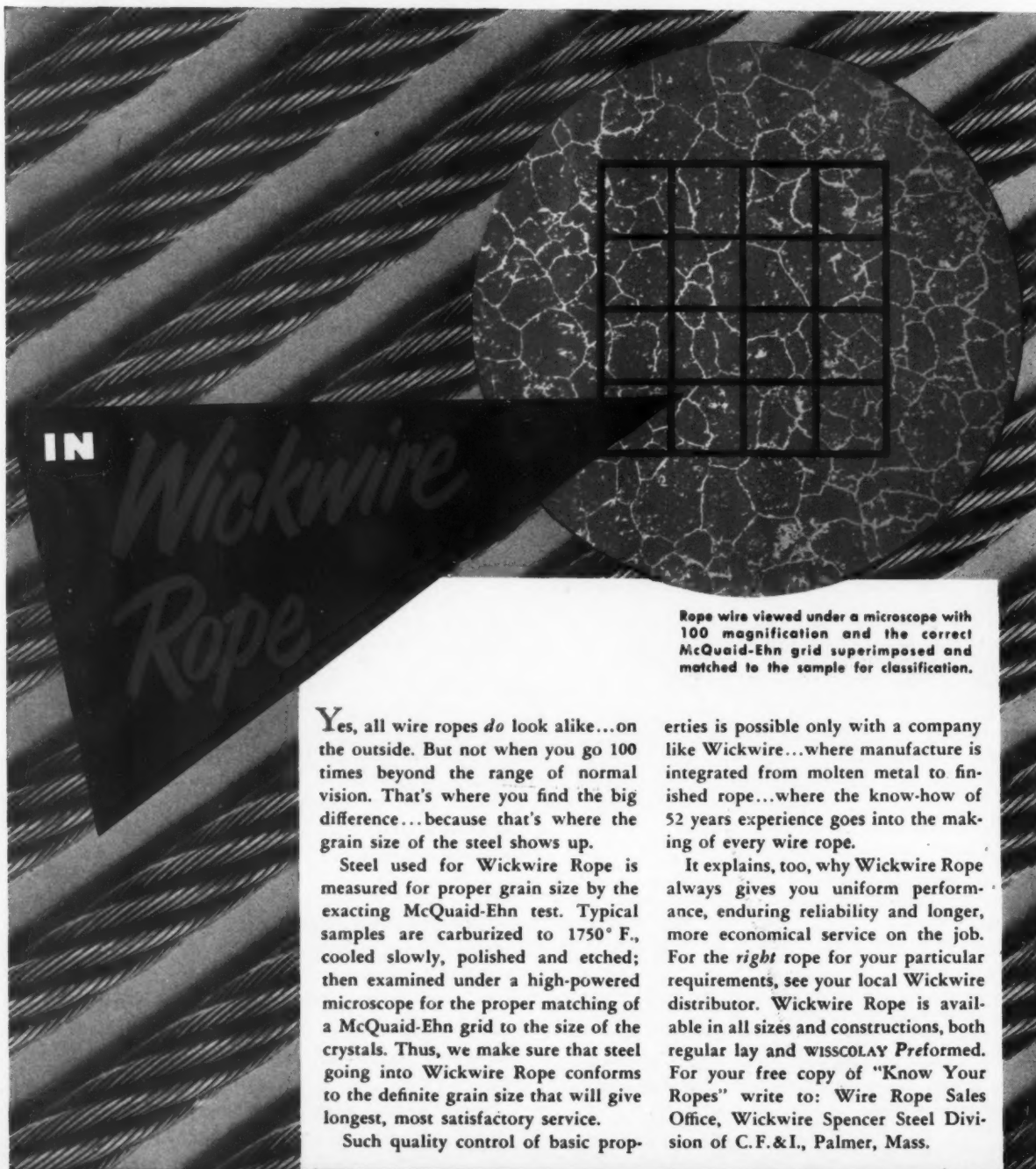
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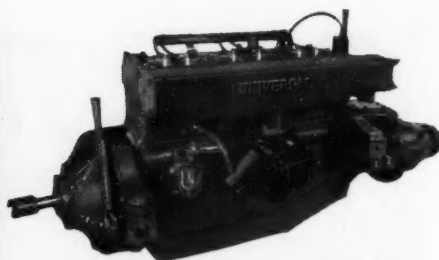
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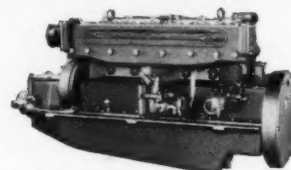
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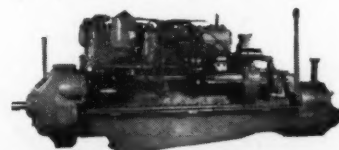
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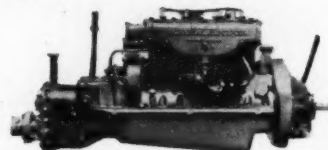
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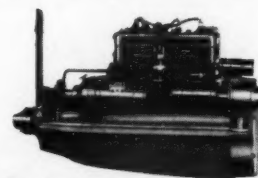
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FROZEN, CANNED FISH UNDER PRICE CONTROL

The general ceiling price regulation issued by the Economic Stabilization Agency on January 26 indicates that frozen, smoked, and canned fish and fishery products, or any fishery products which are not "fresh fish and seafood" are under price ceiling. However, as yet there are no mark-up regulations for the various classes of fish distributors.

No producer, wholesaler, or retailer shall sell any frozen, smoked or canned fish, or any other fish or fishery product which is not "fresh fish and seafood" at a price exceeding the highest price at which the respective product was offered for sale to a purchaser of the same class during the period from December 19, 1950, to January 25, 1951, inclusive. However, of the manufactured fishery products, shark oil, whale oil, sperm oil, and cod oil, are exempt from price ceiling. Special provisions are made for "new commodities" which were not manufactured or produced during the above period.

Fresh fish and seafood, including fresh shucked oysters, are exempt at all levels of production and distribution from the regulation. These items were not controlled because they are seasonal, perishable and involve "unusual marketing factors." However, it is expected that their prices will be fixed later by specific orders.

While the Economic Stabilization Agency is aware that pressure exists to lift ceilings on frozen fish because there is no ceiling on the fresh product, there is no disposition to immediately remedy the situation. Chief reasons for this are: (1) Meat is a bigger headache and is being given more attention. (2) Until dollars and cents regulations or percentage ones can be substituted for the general freeze, ESA believes that a measure of control now in effect is better than none. (3) The Fish Section of the Office of Price Stabilization, is just now being staffed and it will be a few weeks before it can get in operation.

OPS's Fish Section is headed by Alger W. Pike of Holmes Packing Corp., Eastport, Me., sardine packer, and his activities will be concerned primarily with canned fish. The assistant chief of the Fish Section is Joel Lamere of Booth Fisheries Corp., Boston, who is the fresh and frozen fish consultant. William Eardley, Sr. of Eardley Fish & Fillet Co., Seattle, Wash., also has been named a consultant. An industry Advisory Committee will be appointed to represent the over-all fisheries of the nation.

MARKET OUTLOOK The market for fishery products will be moderately active during the first three months of 1951, with prices in general fairly firm to stronger, according to the quarterly outlook report released by the Fish & Wildlife Service.

Edible fishery products in particular are expected to share in the anticipated heavy demand for food. Markets for fishery by-products are expected to be good. Exports of fishery products are likely to continue at a low level while importations will probably be heavy.

In the by-products field, the market for fish oil will be firm because of the heavy demand from industrial users which will maintain prices above the 1949 level. The market for fish meal is expected to be fairly well sustained because of poultry feeding needs.

For redfish filets, the market is expected to be active since supplies are below normal, and a strong demand is anticipated. An unsettled market for haddock filets is forecast since supplies are unusually heavy and demand is expected to be moderate. Cod filets are expected to meet an unsettled market with heavy supplies and only a moderate demand. The market for whiting is expected to be firm in view of relatively light supplies and very good demand. An active demand will be evident for

mackerel, production of which was off last year with resultant low stocks in storage. With only moderate supplies of fresh oysters and a good demand, a firm market is expected for this product. Shrimp will be in very heavy supply, but demand is expected to be good. While cold storage stocks of scallops are fairly heavy, a good demand will maintain a firm market. There will be active markets for croaker and sea trout, although supplies may be light. The shad season will open with a brisk demand. The scup catch will find a favorable market despite higher storage stocks. A good demand will provide a firm market for spanish mackerel and mullet, storage stocks of which are down.

Stocks of fresh water fish are good, and fairly active markets are anticipated for the major varieties. However, the market for whitefish is expected to be unsettled with heavy supplies and moderate demand. Lake trout is expected to find a fairly steady market with moderate supplies and a moderate demand. The yellow pike market is expected to be steady with liberal supplies and moderate demand.

FISHERY APPOINTMENTS

The appointment of three commissioners to represent the United States on the Northwest Atlantic Fisheries Commission has been announced by the President. They are: Dr. Hilary J. Deason, Chief of the Office of Foreign Activities, Fish & Wildlife Service, who is the Federal Government representative; Bernhard Knollenberg, author and lawyer of Chester, Conn., public representative; and Francis W. Sargent, Director of the Massachusetts Division of Marine Fisheries, representative of the coastal States. The first meeting of the Commission will be held in Washington, April 2.

Maurice Rattray of Seattle, Wash., has been appointed a deputy administrator of the Defense Fisheries Administration. The new deputy will assist DFA Administrator Albert M. Day and Deputy Administrator Milton C. James in the broad supervision of the Department's program for assuring sufficient fishery commodities to satisfy the country's emergency needs. During World War II, Rattray served as chief of the Fish and Food Products Division of the War Foods Administration.

Dr. Richard A. Kahn, Chief of the Economics and Cooperative Marketing Section, Fish & Wildlife Service, has been made acting chief of a newly established Branch of Economic Facilities in the Defense Fisheries Administration. The new branch will plan and initiate programs relating to the economic aspects of the fishery industries, such as allocation of fish landings, concentration of production insofar as required, and interpretation of control regulations. It also will exercise advisory functions for the staff and for other Government agencies on ceiling prices, rationing, and manpower.

REPORTING OF BOMBS AND DEPTH CHARGES

A vessel having an unidentified heavy object in its net should move to shoaler water before recovering the net, in case the object proves to be a depth charge, the U. S. Coast Guard warns.

Aerial bombs, recognizable by fins on one end and a small propeller on either end should not be jettisoned, as this may result in detonation. It is recommended that any object identified as an aerial bomb be brought aboard horizontally with minimum handling, laid flat on the deck, and carefully secured. The nearest Naval or Coast Guard activity should be notified for directions as to disposition.

Depth charges, identified by absence of any exterior mechanism, should be brought aboard and the same procedure followed. Floating objects believed to be mines should not be touched. Accurate position should be reported immediately to the nearest Naval or Coast Guard activity.

(Continued on page 49)



THRIFTY ON FUEL...

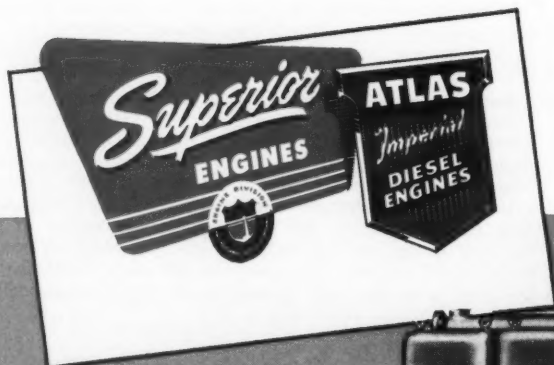
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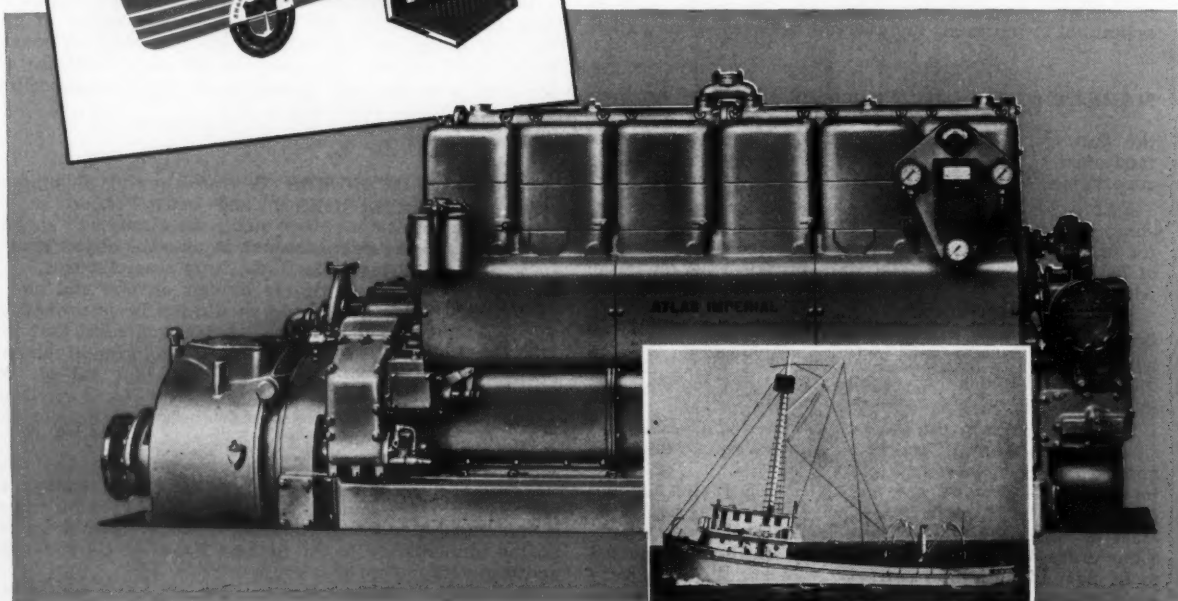
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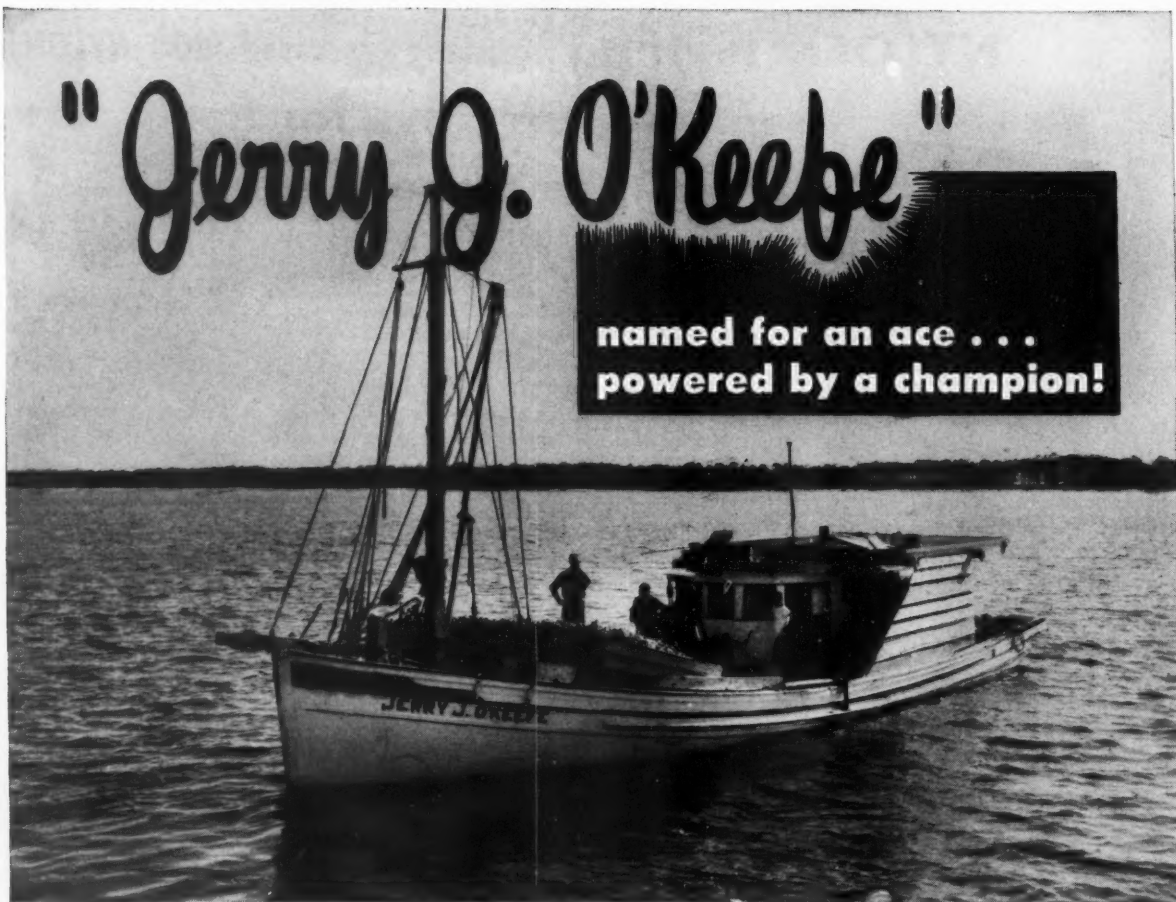
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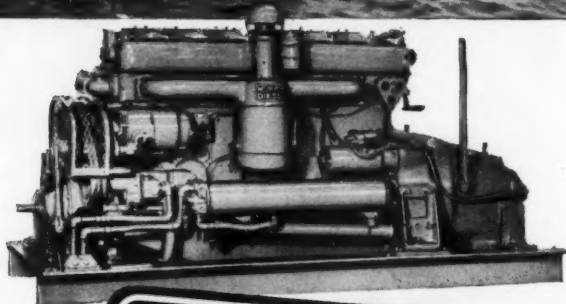
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WHEN the De Jean Packing Co., Biloxi, Miss. built their new shrimp trawler, last fall, they selected a good combination—they chose, as its name, the name of one of Biloxi's greatest war heroes, Jerry J. O'Keefe . . . for its power plant they chose a rugged, dependable Murphy Diesel.

The 62' boat, which is now being used for oystering, uses a Murphy Model ME-90, rated at 90 continuous horsepower. The engine turns a 35" x 27" wheel at 600 rpm through a 2:1 reverse and reduction gear. She was built by Peck Williams and the Murphy was supplied by Biloxi Machinery and Supply Co. The engineer is mighty well pleased with the smooth, effortless performance of the engine even under the toughest loads and further states that fuel economy is outstanding.

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Repairs to Carry Out Before Painting

By Capt. Elwell B. Thomas

AS Spring approaches, the time comes to begin to think of fitting out and painting. Painting generally means hauling and a rush to get painted and back aboard again, with the result that a lot of little attentions that should have been given your boat prior to painting are not taken care of. Thus another year goes by with things slowly falling apart and nothing being done about it. How about starting in now to put those various small details in shape before the rush of painting and good weather.

First of all, I would make a job of checking bitts, sampson posts, cavils, cleats and ring bolts (or eye bolts) to see if any of them have loosened up, and if so, whether they need tightening, new fastenings, or complete removal and replacing of worn wood with new. Quite often a cleat will begin to loosen up and the bolts will work a tapering egg shaped hole in the plank and deck beam or oak block between deck beams before anybody pays attention to the trouble. This is bad, for it means that fresh water can now work down the bolt hole and cause decay in the wood, and the iron bolts are open to the air and moisture and will rust faster.

The Exhaust System

How about that exhaust pipe? If it comes up through the deck, is the deck flange tight and well secured, and is it properly insulated from surrounding woodwork? Or is the woodwork all fried to a crisp with resultant weakness and ever present fire danger? If the exhaust pipe goes out through side or transom, the flange should be tight to both pipe and hull.

In these days of good exhaust hose, there is no excuse for vibration of an exhaust pipe where it goes through the hull, with resultant leaks around the pipe and flange. Incidentally, it is well to use a bronze flange and brass, copper or bronze pipe where the pipe passes through the flange if the exhaust goes through the hull near or below the waterline.

We have just removed the exhaust line from a two-year-old boat which had a galvanized iron exhaust running through a galvanized flange at the waterline. This pipe had rusted away to such an extent that the boat surely would have sunk, had the condition been allowed to go on through another season. The use of the more expensive non-ferrous type of pipe does not have to be extensive in many installations. It only needs to extend out through the flange for a matter of an inch or less and inboard only a short distance to where hose can be secured to it.

In checking over exhaust systems, it is well to look over the exhaust flange on the engine and the studs holding it to the exhaust manifold as well as the nipple which is screwed into that flange. Incidentally, do you have an installation where the weight of pipe, muffler, etc. is hung on the exhaust flange at one end and possibly the hull on the other? If so, some changes should be made in order that the line can be hung from straps overhead or other such supports. This will give you a longer-lived exhaust line, and vibration will not be as bothersome.

If your boat exhausts dry up into the air, what have you done about preventing rain and snow from running down the exhaust pipe? If you let the rain and snow come in and think nothing of it, you may get sticky valves at the aft end of the engine and such like. Of course, one can put a can or bucket over the upper end of the exhaust pipe, but that may be out of handy reach.

A friend who owns a Diesel powered sport fisherman with dry exhaust cured this problem by fitting a little hinged flapper over the upper end of his exhaust pipe. This flaps up and down when the engine is idling, blows wide open with open throttle, and closes tight with engine

shut off. Such a device has an advantage over using an elbow at the end of the exhaust pipe, in that it is non-directional and does not cut down easy escape of the exhaust as a sharp bend in the pipe would.

Steering Gear

Faulty steering gear frequently causes serious accidents, and at best a breakdown in steering gear is a nuisance. Boats with the wheel forward frequently have gear problems, whether rods, chains, or shafts are used.

While steering gear is one of the most important pieces of equipment aboard any boat, it often is one of the most slap-happily rigged and maintained. As a rule steering gear is allowed to go as long as it will operate, and after it breaks something is done about it. A regular inspection of the gear, lubrication where necessary, replacement of worn parts, and general improvement if possible, are good practices to follow.

There is absolutely no excuse for operating with badly rusted steering chains or with an improperly installed rig wherein the chains are extremely slack or tight at certain positions of the helm. Broken spokes on the wheel should not be put up with, nor should a tiller that is loose and floppy in the rudder head be tolerated.

In the consideration of steering gear, how well is the wheel located and could it be relocated to advantage? Often the wheel on the smaller types of fishermen is located on the cabin bulkhead, and later a box for hoisting gear sprocket or other such structure is put near the bulkhead. This makes it necessary for the helmsman to stand on one toe and steer with his ear, or some similar awkward position which easily could be improved by a little intelligent relocation of the wheel.

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William O'Donnell's 51' x 13' x 5 1/2' dragger "Wallace & Roy" of Provincetown, Mass. The vessel is skippered by the owner's son Wallace, and has a three-man crew. She was recently repowered with a D13000, 115 hp. Caterpillar Diesel sold by Perkins-Eaton Machinery Co. The engine swings a 40 x 34 propeller to give a speed of 11 mph. The boat has a 5-watt RCA radiotelephone, and Linen Thread Co. Gold Medal twine is used.

Fishing By "Pairs" Proves Successful in Spain

Two Vessels Towing Single Drag Net Can Fish In Deeper Water Continuously and Make Longer Hauls

THE Spanish method of dragnet fishing by "pairs", which permits the working of deeper waters in addition to allowing longer hauls and continuous operations, offers possibilities for the extension of the trawling grounds of some countries. Adoption of "pair" fishing in Australia, for instance, might increase the present overfished trawling area, which extends only to the 100 fathom line.

Dragnet fishing by "pairs" has enjoyed considerable success in Spain, and last year for the first time a considerable number of "pairs" fished the Newfoundland banks. The system is called fishing by "pairs" because two vessels are used to tow the fishing net or fishing gear between them.

Although first introduced in Spain some 40 years ago, the system has developed and improved through the years. Today 826 vessels are engaged in this method of fishing, operating from 12 Spanish ports.

In recent years, and particularly since modern propulsion machinery has so greatly increased the cruising radius of these vessels, other countries have shown considerable interest in "pair" fishing. A Canadian Government fisheries representative in Madrid has made inquiries into the possible use of "pairs" by Canadian concerns, and discussed the trips of the Spanish "pairs" to Newfoundland waters.

Important French fishing interests, supported by the French Government, have tried to charter one or more "pairs" for fishing off the North African coast. Payment in French francs was to be made to the Spanish owners at the yearly rate of 20 per cent of the value of the vessels. It also is reported that a Bilbao owner has offered to furnish the ships and crews for trial operations in United States waters.

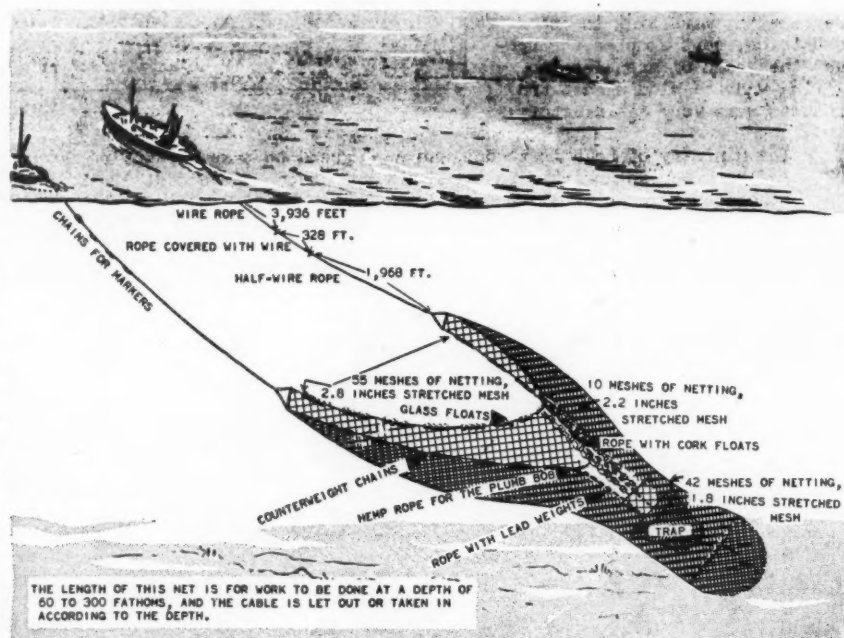
The "pairs" have shown themselves to be more adaptable and better able to fish under difficult conditions, and consequently are usually more profitable than the conventional trawlers. "Pair" fishing has been successful in depths up to 300 fathoms.

In "pair" fishing, operations can be continuous, both night and day, in any reasonable weather without unduly tiring the crew. Hauls lasting four hours can be made because two vessels are used, and the net can be hauled on alternate ships. Thus eight hours would elapse between handling gear and catch aboard each vessel.

A special winch, fitted with drums to handle the rope and wire used, is installed. Consequently, no handling of the ropes, as in seine net vessels, is necessary.

Type of Vessels Employed

At first, low-powered, coal-burning fishing ships were used, such as those driven by 100 hp. steam engines and, generally, these were quite small, being from 65-72' long. These ships carried out their fishing operations by the day; that is, they left at dawn and returned at nightfall,



dropping their nets near the coast close to the bottom of the sea where there has in the past usually been an abundance of many species of fish at a depth well suited to this type of fishing.

As intensive operations depleted the fish in the area near the Spanish coast, and in view of greatly increased national consumption of fresh fish, which has come about since the Spanish Civil War, the construction of larger ships took place. Many improvements have been made in the construction and propulsion of the vessels used for this purpose.

At present, the ideal vessel for fishing by "pairs" (regardless of distance from the coast), is stated to be the following:

A steel ship with a keel of not less than 98' and a beam of 20', equipped with Diesel engines of not less than 350 hp. Average gross dead weight of two of these vessels may be estimated at 350 metric tons. In constructing two vessels specifically for "pair" fishing, they should be built to the same design and identical propulsion installed.

The "pair" vessels have made crossings to Iceland, Newfoundland, and elsewhere and have been highly successful, both as regards fishing and sailing. Customarily, pairs of ships from the Bilbao area of Spain operate in the regions called the Grand and Petit Sole (South and Southwest of the coast of Ireland), and also in the fishing banks that run parallel to the Atlantic French coast. Another group of the Spanish fishing fleet of "pairs" operates along the coasts of Africa.

Quantity and Species of Fish Caught

It is difficult if not impossible to estimate the amount of the average catch made by "pairs" at the present time as so much depends on the weather, location, and luck. During and after the war years, however, when the European fishing grounds were fished by vessels of a limited

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Ice Fishing on Lake Erie

Wall-Eyed Pike and Yellow Perch
Are the Main Species Caught in
Erie's Put-In-Bay, Ohio, Region

ALWAYS dependent upon the vagaries of the weather, the fishermen of the region around Put-In-Bay, Ohio, on Western Lake Erie, are doubly so during the Winter ice fishing season. Late ice formation, rough ice and shifting ice fields due to high winds can make the commercial ice fishing season a period of uncertainty.

When ice begins to form on the lake, the fishermen pull their gill-net and trap-net boats out of the water and prepare for the Winter season by fixing up their ice shanties and mending lines and other equipment needed for this type of fishing.

During the Winter season, the fishermen work independently, selling their fish to local buyers who then ship them to the markets. Friendly competition between the men is high with respect to big catches, and a keen ear is always tuned to information relative to the areas where fish are being caught in the greatest numbers. When high catches are reported, old fishing sites are abandoned and the shanties are moved to the new producing areas. Wall-eyed pike and yellow perch comprise the commercially important Winter catch of the Put-In-Bay area.

Securing Bait

The first step in the commercial ice fishing procedure is securing bait. As soon as the bays are covered with ice, the fishermen cut holes with long-handled metal "spuds" in areas where bait fish are known to be abundant. In Western Lake Erie, the emerald shiner is the common bait fish.

The metal "spud" is one of the most important items of the ice fisherman's equipment, for with it he chops the holes through which he fishes for his commercial catch as well as his bait.

Minnows for bait are obtained in the shallow waters of the bays. During the Winter months the minnows gather in extremely dense schools and move slowly under the ice. Corn meal, or similar material, is scattered over the open water of the hole, and settles slowly to the bottom, keeping the minnows in the vicinity of the net.



Fishermen of Put-In-Bay, Ohio, hauling their shanties off the ice in the Spring.

The net is a simple hoop arrangement, and is lowered to the bottom and then lifted. During periods when a big minnow school is under the hole, the net is lowered and raised without rest, often producing as much as a gallon of minnows to a haul.

The bait minnows are stored in live cars sunk through the ice. Frequently these storage cars are made of large oil drums with their bottoms removed and a narrow-meshed screen substituted. These live cars insure a ready supply of live bait when fishing on the lake is good. During the Winter the shiners may be kept in the live cars for months without any appreciable loss. The minnows are literally packed into these containers.

Shanty Equipment

As soon as the ice on the lake can hold the shanties, they are dragged from the shore, where they have been poised and ready, and the fishing season begins.

During the early part of the season, when the ice is still treacherous, the shanties are hauled by hand; later, when the ice is safe, cars venture onto it and long hauls from one fishing spot to another are made quickly. During periods of extremely cold, windy weather, it is often impossible to move shanties by hand, for were they to pull free, they would be sent sailing down the ice.

The shanty fisherman's equipment is an interesting assortment. The iron "spud" is first used to make the

(Continued on page 34)



Left: a fisherman storing bait minnows in a live car which has been sunk through the ice. Right: a shanty fisherman surveying his catch.

Herring Market Expansion Proposed by FAO

Improved Handling on Boats and New Methods of Processing Discussed by Twelve-Nation Meeting

AN examination of the possibilities of developing new or improved products or processes which would lead to an increase in the marketing of herring was the main feature of the Food and Agriculture Organization of the United Nations Meeting on Herring Technology, held last Fall in Bergen, Norway. The meeting was attended by 106 fisheries experts from the following countries: Belgium, Canada, Denmark, Finland, France, Iceland, the Netherlands, Norway, Sweden, United Kingdom, United States of America, and Western Germany. The United States delegate to the meeting was Harold E. Crowther, chief, Technological Section, Fish and Wildlife Service.

Consideration was given to the over-all possibilities of finding new herring products which could be manufactured for human consumption either in the traditional markets for herring or in other regions. The desirability was mentioned of producing completely boneless herring

facture of similar products from herring and similar species at sufficiently low prices.

3. These samples should be submitted for use in a cooperative program of technological research.

4. If this research reveals that similar products can be prepared from herring, samples produced experimentally should be sent through FAO to the Indo-Pacific Fisheries Council and a report obtained on the possibility of sale in the Far East market.

In a demonstration at the Technical Chemical Research Institute of the Directorate of Fisheries, the participants were shown a great many different Norwegian salted herring products. Special note was made of a pack of "butter-fly fillets" of large herring. The herring are first salted in the round and later filleted. An ordinary barrel contains 286 lbs. of fillets. They are placed flat in the barrel with the skin downwards, except the top layer



Left: Demonstration of fishery products from Far East, at FAO Herring Meeting at Bergen, Norway. In the foreground are Herbert C. Davis, Terminal Island, Calif. and Mogens Jul of FAO staff.



Right: Norwegian salted herring products being inspected by Dr. M. Lundborg and Gunnar Stensby, of Sweden, and O. Oker-Blom of Finland.

fillets. Most of the present filleting machines are said to be deficient in so far as they leave the rib bones in the meat, and it was pointed out that a further development of these machines is desirable.

Other new possibilities for marketing herring in Europe were seen mainly in the production of consumer packs. As far as markets outside Europe are concerned, it was generally thought that dehydrated herring and dry cured herring might present the best prospects of immediate development, especially in the tropics.

A review of the economic and statistical factors influencing supply and demand for herring in different parts of the world since World War I indicated two trends: 1. A decline in the demand for all kinds of salted herring; 2. An absolute decline in the demand for herring as food and an absolute as well as a relative increase in the quantity utilized for reduction to oil and meal.

In outlining the possibilities of exporting herring to Asia and the Far East, it was stated that fish is a very important food in these regions, but that the strongly entrenched consumer preferences would have to be studied closely, before trying to introduce new products into this area. After discussion, the following suggestions were made:

1. FAO should study the manufacture and distribution of fermented, dried, salted, smoked, etc., fishery products in Asia and Africa, with due consideration of the economic questions involved.

2. FAO should then endeavor to obtain samples of products which might be used as a guide in the manu-

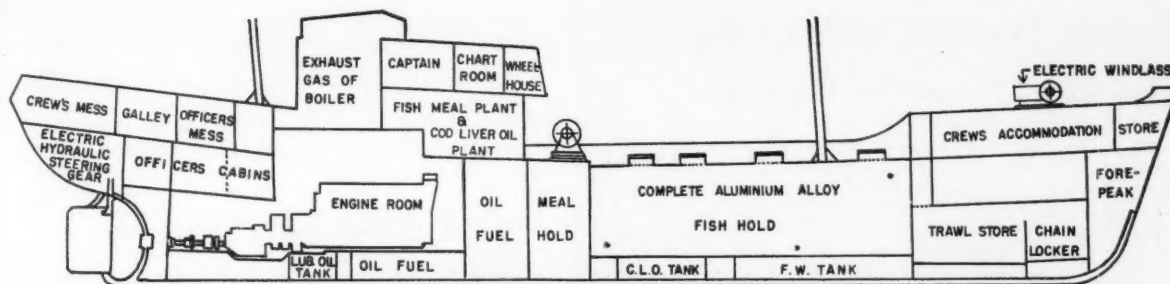
facture of similar products from herring and similar species at sufficiently low prices. The product also may be packed in smaller packages, but oil separation sometimes occurs. Such packs are therefore not prepared until immediately before shipment.

Preserving Herring on the Boats

The importance of bringing the fish down to temperatures close to the freezing point as quickly as possible after being caught was agreed on all sides. It seems that at present there is no better way of ensuring a rapid and uniform cooling than a thorough mixing with ice, although other ways should be explored. Several delegates emphasized the very great importance of a drop in temperature of a few degrees in this range and of maintaining a temperature somewhat below 0°C. but always just above the freezing point of the fish. As to the way in which this temperature may be controlled within these narrow limits, some preferred mixing salt with the ice, while others advocated mechanical refrigeration, e.g. chilling in brine.

During the discussion special attention was paid to the possibilities of keeping herring in ice. Mr. D. J. van Dijk of the Netherlands, mentioned that trawl herring in his country is generally 5-6 days old and may be as old as 12 days in ice. It may be used for marinating or canning. A Norwegian delegate mentioned that large herring easily keeps 10 days in ice, and that the opinion in Norway indicates that herring is in a satisfactory condition as long as it is in rigor mortis. He felt that an important

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Profile arrangement of the new Icelandic trawler "Jorundur".

Use of Aluminum in Trawlers Is Advantageous

Icelandic Trawler "Jorundur", with Aluminum Hold, Outstanding Example of Vessel Which Has Been Improved by Use of This Metal

THE use of aluminum, with its lightness in weight, resistance to corrosion and durability, has increased greatly in the shipbuilding field in recent years. Although aluminum was on the way toward becoming a significant factor in marine construction before the war, scarcity during the war years had a tendency to postpone its further development for some time. The present defense emergency may further delay its general use.

One of the latest fishing vessels to utilize aluminum is a 100' welded steel craft with aluminum deckhouse that was launched in November by a shipyard in the vicinity of Bergen, Norway.

The boat is powered by two 250 hp. Diesel engines with an auxiliary engine to power the generator, bilge pump, and the hydraulic winch pump. She has a cargo space of 8,100 cubic feet, and quarters for 20 men. The cost of the vessel was reported to be much less than the usual wooden boats, and has aroused a great deal of interest.

Aluminum Fish Hold on Icelandic Vessel

Iceland, a nation which is almost entirely dependent on her fisheries, has been rebuilding and modernizing her trawler fleet ever since the end of the war, and now has over 30 new trawlers in operation.

These new vessels range from 165' to over 200' in length, and many of the larger ones are powered with 1000 hp. triple expansion steam engines. In addition to catching and icing fish, some of them are equipped to make liver oil and fish meal (the latter from the offal).

Many of these vessels are now fishing for redfish, both for freezing and processing into oil and meal, and some of them are delivering fresh fish on ice to Western Germany and the United Kingdom.

One of the new Icelandic trawlers in which aluminum was used extensively is the 167' x 28' x 15' Diesel powered *Jorundur*, which was built in England by Brooke Marine Ltd. E. R. Fry, managing director of the Brooke firm, reports that the owner is well satisfied with the vessel's performance.

The outstanding feature of this trawler, owned by G. Jorundsson, is the use of aluminum alloy, not only for the funnel, bridge house and bridge deck, but also for the construction and lining of the refrigerated hold, which has a capacity of 518,000 lbs. of fish. The hold has non-corrosive aluminum

pound boards of one standard size for all partitions and shelving, and these are easily cleaned and replaced. The sides, ends and ceiling of the fish hold are fitted with removable, insulation-backed aluminum panels.

The use of aluminum aboard the *Jorundur* resulted in a considerable saving in weight, which has permitted the vessel to carry a larger cargo and has made for greater speed. Higher standards of cleanliness, better loading time and fresher fish can be obtained as a result of having pound boards and shelving which can be quickly removed and replaced. Also, the use of aluminum high in the ship increased its stability.

Has Liver Oil, Fish Meal Plants

Designed for fishing in Arctic waters, the 518-ton *Jorundur* has a steam-operated liver oil plant capable of producing 22 tons of liver oil per voyage, the oil being stored in special tanks and discharged by large capacity electric pumps immediately on arrival in port. A fish meal plant is also part of the trawler's equipment. This is capable of processing a maximum of 11 tons of fish meal a day from fish offal. The meal is bagged and stored in specially constructed meal holds with a total capacity of 25 tons. Steam for these plants is supplied by an exhaust gas and/or oil-fired boiler.

Propulsion is by means of a four-cycle, single-acting, airless injection Diesel of 950 hp. rated output, driving

(Continued on page 31)



The 200' x 30' x 15' trawler "Rodull", powered by steam, is typical of the new vessels in Iceland's fleet. She is lubricated with Gargoyle marine oils.

Boston Trawlers Making Big Haddock, Flounder Catches

Big hauls of scrod haddock from Georges Bank and exceptionally large catches of flounders from the waters off the Grand Banks are being landed at Boston.

According to Thomas D. Rice, executive secretary of the Massachusetts Fisheries Association, the season for haddock scrod, which is still underway, has been the longest in many years. Usually, he explained, this season runs from September until November, when there is a general decline in catches of scrod. As a result of the continued high landings, haddock prices have failed to make their usual seasonal rise. However, Rice said that the demand for fish is good.

Some weeks ago the ill-fated trawler *Gudrun* made a trip to the Grand Banks off Newfoundland to fish for flounders. The vessel came back with approximately 250,000 lbs. of this type of fish, and now other trawlers are operating in these waters.

It is the first time in many years that Boston trawlers have fished the waters off the Grand Banks because of the fact that it takes approximately three and a half days to reach these fishing grounds.

Another large trip of dabs was landed at Boston Fish Pier last month when the trawler *Crest* arrived with 300,000 lbs., worth some \$17,000.

Fish and Shellfish Landings for Year

Landings of fish and shellfish at the Boston Fish Pier totaled 169,954,700 lbs. during 1950, which was slightly less than in the previous year. Offshore craft brought in 83% of the total yield. The average price was \$7.86 per hundredweight, or nearly a dollar more than in 1949.

Species which showed notable gains included dabs, with 2,768,600 lbs., and yellowtails with 2,547,550 lbs., both of which showed an increase of approximately a million lbs. The largest gain was that made by scrod haddock, which jumped from 37,463,900 lbs. in 1949 to 59,574,700 lbs. in 1950.

The catch of large cod dropped 5½ million lbs. to 7,402,400 lbs., while the pollock yield was down about 3½ million lbs. to 9,770,500 lbs.

Redfish declined from 12,103,900 lbs. to 7,760,600 lbs., and whiting production was only 4,877,200 lbs., as compared to 13,014,600 lbs. in 1949.

Supreme Court Refuses to Review Union Case

The State Supreme Court has denied the Atlantic Fishermen's Union a hearing on its protest against a Massachusetts Court order against asserted price fixing activities. The Court's order, issued under a State anti-monopoly law, forbade the fishermen from combining to fix minimum prices when they sell their catches.

"Fanny F. Hickey" Repowered

Capt. Vito Lo Piccolo's 65' dragger *Fanny F. Hickey* of Boston, has been repowered with a NHRMS-600, 188 hp. Cummins Diesel. Installed by Tringale Boatyard, East Boston, the engine is fitted with Capitol 4.5:1 reduction gear, and Twin Disc flexible propeller shaft coupling, and swings a 52 x 36 propeller.

"Iva M." Getting New Engine

A new 6-110 General Motors 190 hp. Diesel is being installed in the 70' dragger *Iva M.* by Walter H. Moreton Corp. at its outfitting dock in Cambridge, Mass. The engine will swing a 52 x 40 Columbian propeller through 4.5:1 reduction gear. The vessel is owned by Paul Hayden of South Boston, who purchased her recently from Rockland, Me., owners, and runs out of Boston under command of Capt. Charles Boudreau.

Buda Boston Branch in New Location

Buda Engine & Equipment Co., Inc. has moved to larger and more convenient quarters at 303 Binney St., Cambridge 42, Mass. The new location provides 8,000 ft. of

floor space, with excellent facilities for overhauling work and engine display. An ample parking lot for customers is available.

Officials of the Company are T. R. Kelley, branch manager; Otis Slocum, manager of marine sales; George De Guise, manager of industrial sales; Harold Pendlebury, general sales representative; and Fred Johnson, service manager.

National Fisheries Convention To Be Held at Boston April 9-11

Boston, Gloucester, and New Bedford, Mass. and fishing ports of Maine are jointly organizing the entertainment for the Sixth Annual Convention of the National Fisheries Institute, which will be held at the Statler Hotel in Boston, April 9-11. Features of the program will include a trawler trip on Sunday, April 8; and a tour to Gloucester on Thursday, April 12, which will wind up as an old-fashioned New England clambake.

The business sessions of the convention will include such subjects as war controls, the effect of imports on domestic production, transportation, public relations, fish meal, oil and by-products, technology, and a packaging session including an exhibit of members' packages.

A breaded shrimp clinic to be held on Monday afternoon, April 9, promises to be a timely and interesting feature. The Fish Meal, Oil and By-Products session also will be held on the 9th, with the Technological Section meetings the following day, along with regional caucuses to elect directors. Election of officers will be on the 11th.

Two general sessions will be high-lighted by addresses of the Governors of Massachusetts and Maine. Also prominent will be United States Senators and Congressmen from the New England States and from the Senate and House fisheries committees.

The committee structure for the Convention is as follows: J. L. Alphen, general convention chairman; steering committee, James Carlson, Fred Williams, Frank O'Hara, Ed O'Neil, Lawrence Hart, Thomas Rice, Edward Dunn, Thomas Fulham, John A. Fulham, Eben Carroll, Lawrence Rosen and Bart Whalen.

Other committees and their chairmen include: entertainment, Nelson Harrington; host, Thomas Fulham; ladies, Mrs. Jack O'Donnell; finance, James Carlson; trawler day, Matthew Dillon; Gloucester Day, John Del-Torchio; publicity, Harold Luther; Allied Industry, Richard J. Cruise; transportation and information, Tim Abbott.



Capt. Domenic Tringale of Boston, Mass. watching the revolving antenna of the Raytheon Mariners Pathfinder Jr. radar on his 90' dragger "Agatha and Patricia", which was the first vessel in the Boston fishing fleet to get radar. The equipment gives sharply defined scope pictures within a minimum range of 75 yards and a maximum of 20 miles.

MECHANICAL OYSTER DREDGING equipment is used by this 102' dredger "Bluepoints", owned by Connecticut Oyster Farms, Milford, Conn. She carries a crew of six—four deckmen, the captain and engineer; and has a capacity of 3800 bushels. The vessel was repowered last year with a Model 31 A-8½, 5 cylinder direct reversing Fairbanks-Morse Diesel developing 312 hp. at 540 rpm. Mechanical features include special loading equipment which automatically drops the dredges, one on each side of the boat, from long steel arms. Hauled up one at a time, the dredges are swung inboard to deposit their contents into steel buckets. These buckets ride on diagonal steel tracks over the deck, and the loads can be dumped at any designated point.



Connecticut Bill Provides for Additional Scallop Rules

Permits to scallop in Stonington Harbor and Little Narragansett Bay's Connecticut waters would be required under a bill introduced in the Connecticut Assembly late in January by Rep. David Johnstone of Stonington. Further regulation of the thriving seasonal industry under the bill gives the Stonington Board of Selectmen power to open and close the season and to set the limit of the daily take so long as it is not over the present 15 bushel limit.

The bill would put Stonington scalloping under regulations similar to those controlling the Niantic scallop industry. Twenty dollars would buy a season permit; daily permits would cost 15c for each bushel. Permits up to 15 bushels could be obtained in advance for any one day.

Proceeds from permits will pay for special police to patrol Stonington Harbor and Little Narragansett Bay. Any money left over will be used for conservation and propagation measures in the town.

Herring Catches Fair

The Winter herring run has occupied the majority of the Stonington dragger fleet during the past month. While landings have not begun to approach the tremendous hauls of the past three years, the catch has been fair. The fishermen claim that colder weather is needed to boost the landings as the catch has surpassed 75,000 lbs., only on a few days. Much of the herring caught was the firm-bodied, well-fleshed blueback, and prices are 1-1½¢ a pound, a quarter to a half cent over last season.

Teddy Vevarous of New Bedford, manager of the new Stonington fisheries firm, is buying herring on Bindloss Dock, while at Longo's dock proprietor Tony Longo is the buyer.

"Lowndes" Has Dumper Dredges

The Lowndes Oyster Co. of South Norwalk has replaced the conventional type of roller dredges on their 16-year-old, 59' x 19' x 5' oyster boat *Grace P. Lowndes* with a 14' high wooden boom and two dumper dredges made at the local blacksmith shop.

Capt. Fred Larsen now can bring in a capacity load of 1500 bushels with only one crew member, whereas formerly 5 to 7 men were required to load the boat. These men can now do the culling at the shop while the boat is out dredging.

The Lowndes Co., one of the oldest in Norwalk, sells oysters in the shell only. There has been no increase in the price of oysters in the Norwalk area in spite of the losses suffered by the industry in the November hurricane, and no price rise is anticipated for the rest of the harvesting season. Christmas trade was very active, with the growers turning away business.

Mansfield Purchases "Americus" and "Homan"

The F. Mansfield & Sons Co., New Haven, recently purchased two oyster boats and some oyster grounds

from American Oyster Co. of Providence. The boats included the 70' x 22½' x 6½' *Americus* and the 53.7' x 18' x 5' *F. L. Homan*, whose name will be changed to *Suzanne*.

Provincetown Trap Fishermen Preparing for New Season

Trap men from approximately six trap boats in Provincetown commenced their annual net mending tasks in mid-January in the trap sheds along the waterfront.

This year considerable difficulty is being experienced in mending the nets because of the damage caused by last Fall's severe storms. As a result of the increased work, tarring of nets will not be started until the end of February, whereas last year this was begun before the middle of the month. Poles will be driven and nets will be set in late March and early April.

"Liberty Belle" Repowered

The 60' dragger *Liberty Belle*, skippered by Capt. Henry Passions, returned to Provincetown early in February after having Hathaway Machinery Co., Fairhaven, install a 6-110 General Motors 190 hp. Diesel with 2:1 reduction gear, turning a 46 x 32 propeller. The three-year-old *Liberty Belle* also had gallows frames installed on both sides.

Search for Scallop Fisherman

Police and Coast Guard, assisted by boats of the Nantucket fishing fleet, continued search on February 3 for Joseph Viera, a scallop fisherman whose battered 20' craft was found on a shoal 100 yards off Wyer's Point the previous day.

Viera, who left Nantucket to fish the upper Nantucket Harbor was last seen on February 1 by another fisherman who reported the seas extremely rough at the time.

The wooded area near the shoal on which the bow of the boat was found was searched thoroughly by volunteer fishermen, but no evidence of Viera was found.

Wellfleet May Get Town Pier

Initial steps toward the construction of a pier at Mayo's Beach, Wellfleet, were taken early in January when Selectmen presented a bill regarding this matter to State Representative Oscar Cahoon and State Senator Edward C. Stone, for introduction into the General Court.

The plan is to construct a Town Pier, to cost approximately \$30,000, with the State and Town contributing an equal amount of about \$15,000. Selectmen were authorized to take the necessary survey by voters at a recent special town meeting.

Dexter Purchases "Marion"

Samuel S. Dexter has purchased the fishing dragger *Marion*, which recently was refloated with Coast Guard assistance after she had sunk at her Provincetown mooring last November. The vessel is at the Beaconside Boat Company's Fairhaven wharf, where Mr. Dexter has a machine shop. The dragger's engine will be overhauled, and her deck will be repaired.



The 29' gill-netter "Clipper" which fishes in the Huron Island area for lake trout, whitefish and herring. Standing on the dock are her owners, Capt. Albert Koski and Walter Koski of Aura, Mich., who are brothers. Capt. Koski is a member of Fisheries, Inc., a department in Northern Cooperatives, Inc. of Hancock, Mich. Power for the "Clipper" is furnished by a 95 hp. Chris Craft gasoline engine with 17 x 9 Michigan propeller, and other equipment includes Crossley net lifter and Ritchie compass. During the peak of the herring run, the vessel has made catches of as much as 5,000 lbs. in one day.

Great Lakes Fishermen Making Good Catches in Open Waters

Commercial fishermen of the Great Lakes made some nice catches of the major species of fish in open waters during January, with little sign of ice forming over any of the five big lakes.

However, virtually all of the bays are frozen over, and commercial ice netters already have begun operations. Catches of whitefish, smelt, herring, walleyes, pike, both blue and sauger, and other varieties of fish have been ranging from fair to good.

Trout catches by ice fishermen operating on bays of Lake Superior have been lucrative. The fish have been running from 1½ to 3 pounds. Open-water netters on Lake Superior reported liberal catches of small lake trout. Whitefish catches were light.

In the far-flung fishing ports of the northern shore of Lake Superior, several Canadian and some Minnesota fishermen reported that, although fishing was "rugged" at times, last year was a profitable one and better than had been expected.

Lake Michigan commercial fishermen operating in open waters reported moderate catches of chubs, suckers and other mixed fish.

Commercial fishermen have begun ice fishing on Little and Big Bays de Noc. They have set out pound nets under the ice for smelt and walleyes from Gladstone, Mich., south, while the upper Little Bay de Noc area from Gladstone north is restricted to the commercial taking of suckers.

The season's prospects are good with more smelt than last year, and walleyes are abundant in the bays. Suckers taken from this area are being placed in live boxes and then shipped alive in tank cars to the New York market.

Open-water netters on the Canadian side of Lake Huron reported good takes, but those on the American side did not do as well.

Herring Production Shows Gain

According to Roy Jensen of the Jensen & Jensen Fish Market in Escanaba, Mich., the 1950 Green Bay herring harvest was above the 1949 catch. In 1949, Jensen & Jensen handled about 500,000 lbs. of herring. The total for 1950 will amount to between 800,000 and 1,000,000 lbs.

Jensen predicts the smelt production in 1951 will top the 1950 production of more than 1,000,000 lbs. Green Bay fishermen report markets firm, and buying steady.

At the Dormer Fish Co. plant in Menominee, Mich., the 1950 herring run ended about December 13, at which time final lifts were made in the bay by local fishing

fleets. The last herring processed at the Dormer plant was on Dec. 15.

Walleye Outlook Good

The walleye production from Green Bay in 1950 was expected to amount to much more than 1949's catch of 1,000,000 lbs. Many young walleyes are present in the Bay, and this indicates a continuing high production of walleyes for the next few years.

Commercial fishermen have been submitting undersized walleyes to Dr. John Van Oosten, Ann Arbor, Mich. fishery research biologist and scientist, for study. The walleyes submitted range from 1 to 4 years old, the year-old walleyes being 10 to 11" long and those three years old up to 14.7" in length.

C of C Seeks Closing of Drummond Island Area

The Drummond Island Chamber of Commerce has asked the closing of waters around the Island to commercial fishing on the ground that nets are set too close to spawning grounds of fish. Commercial fishermen in the area claim that they set nets at least 25 or 30 miles from Drummond Island. The netters say the spawning grounds for yellow pickerel are in Munuscong Bay, Lake George and up the Soo River.

Commercial fishermen in this area believe the Soo River should be opened to commercial fishing because herring, dogfish and carp are getting so thick that they are eating up the spawn of pickerel, and declare that this is one reason the fish are getting so scarce in this area.

They also point out that lampreys have killed many trout, whitefish and northern pike, whose principal diet is herring, thus causing herring to be much more plentiful.

Fishing Tug Lost

The fishing tug *Eleanor*, owned by Ray Adair, Munising, Mich., grounded on a ledge off Wood Island near Munising in Lake Superior recently, and was abandoned by the Coast Guard after several futile attempts to free her.

The *Eleanor* ran afoul while sailing for home after lifting nets in the Lake. The crew waded ashore uninjured. The craft's equipment, except the engine, was salvaged.

More Conservation Officers for Bays de Noc

The Michigan Conservation Dept. has assigned six officers to work out of Escanaba on commercial and sport fishing activities in Little and Big Bays de Noc. Ice-patrol jeep pickups have been assigned to the men.

With the increase in the walleyed pike population in Little and Big Bays de Noc, the number of sport and commercial fishermen has jumped tremendously. Several hundred resident and non-resident commercial fishermen are licensed for these waters. A thorough screening of fishermen to check residences, licenses, crews, etc. is expected.



The "McDonald Bros.", 49' steel tug owned by Dennis B. McDonald of Washington Island, Wis. Built in 1945 by Burger Boat Co., Manitowoc, Wis., the boat fishes for whitefish and large lake chubs. She has a 90 hp. engine, is painted with Pittsburgh paint, and uses Ederer nets.

New Jersey Fishermen Make Good Mackerel Catches

Large catches of mackerel were reported in January by commercial fishermen of Wildwood. Fishing boat captains who planned to join the mackerel fleet in Virginia said they would remain in Wildwood as long as the catches were good there.

A 2,435-lb. haul netted just inside Five Fathom Bank was reported by Fred Miller, captain of the *Legionnaire*. Other boats reported catches of close to 1000 lbs.

The *Venture*, co-owned by Capt. Hendrikson and Capt. Carlson, and operating out of Otten's Harbor, was in port on January 23 with a fine catch of mackerel.

Dock Owners and Fishermen to Work Together

Representatives of the dock owners of Cape May County and the Fishermen's Union met last month at North Wildwood to work out a plan for cooperation between the two groups.

A proposal by the dock owners that they pay 5c a box for every box of fish packed locally into the union's benevolent society fund for assistance to needy fishermen and their families was accepted by the representatives of both groups present. This proposal by the dock owners will raise an estimated \$25,000 to \$30,000 a year for the society's fund.

Another problem of the fishermen which called for discussion was the possibility of securing a local hospital to assist in caring for fishermen under the Federal aid program which at present enables injured fishermen to be treated at Stapleton Hospital, Staten Island; St. Agnes Hospital, Philadelphia and a third hospital located in Baltimore.

Under the present regulations, commercial fishermen seeking such assistance must travel to one of the three hospitals named. The objection was that these are too far away to provide adequate service.

Engineer Injured in Winch

Herman Ridgeway of Cape May, engineer aboard the fishing boat *Jenny*, was seriously injured last month when the sleeve of his coat became caught in a winch in the hold, and he was picked up and twisted around.

Izzi Has New Boat

Among the new commercial fishing boats in Jersey Cape waters is the *San Antonio*, a 42' dragger owned by Anthony Izzi of Sea Isle City. The dragger, which has a 12' beam, was constructed by the John S. Olson & Son Boatyard, Wildwood, and has a fish hold capacity of 20,000 lbs.

She is equipped with a 165 hp. General Motors Diesel with 2:1 reduction, Columbian propeller, RCA ship-to-shore radiotelephone, Ederer nets, and Hathaway winch.

Telephones, Depth Recorder Installed

Charles Rogers of Wildwood and Manasquan has installed new RCA telephone equipment on the *Lucille*, out of Ottens Harbor. A Bendix depth recorder and Ray Jefferson phone were installed aboard the *Jean Louise II* of Ottens Harbor, which is skippered by Capt. H. Curtis Carlson.

Two Dragers Under Construction

John W. Lord, boatbuilder of Swanton, Cape May County, expects to complete a 31' x 10' dragger for a Jersey Cape owner by March 15th. She will be equipped with a 160 hp. Chris-Craft marine engine, a Columbian propeller and will be painted with International paints. Lord has built 18 commercial boats during the past five years.

Currently under construction at the John S. Olson & Son Boatyard, Wildwood, is a 50' dragger for Anthony Hartman of Islip, Long Island, N. Y. Olson anticipates the dragger will be complete by mid-March. During the past five years, the firm has built more than 20 commercial fishing craft.



The 32' x 11' x 3' party boat and mackerel fisherman "Dor-Bess", owned and operated by Earl S. Johnson of Atlantic City, N. J. She is powered by a Chrysler Crown engine with 2:1 reduction which swings a 20 x 14 Columbian propeller on a 3/4" bronze shaft with Goodrich Cutless bearings. Other equipment includes a 17-lb. Danforth anchor, Hudson American radio telephone, and Columbian rope.

New York Conservation Board Asked to Study Weakfish

The Sportsmen's Council of the Marine District of New York has requested the Conservation Department to make a study of weakfishing in Peconic Bay. The Council wants the study made in 1951 to determine the cause of the decline in weakfish. Also, it asks that recommendations for the restoration of weakfish and a complete report be issued before the end of the year in order that appropriate legislation may be prepared and submitted to next year's Legislature.

The Council has requested the Fish & Wildlife Service to make an early study of weakfish.

Dragger Hits Ice Floes and Sinks

Capt. Harold Leach's dragger *The Virginian* sank recently after hitting heavy ice floes in the bay near Fire Island Light. She was raised the following day and towed to Brewster's Ship Yard in Bay Shore.

"Judy Ellen" Changes Hands

Jack and Vern Tuttle of Eastport have purchased the dragger *Judy Ellen* from Julian Fiedler of Greenport. She is now skimming off Shinnecock.

The demand for skimmers has increased, and new beds must be located to keep up the supply.

Capt. Tuthill Retires as Oyster Boat Skipper

Capt. Fred Tuthill of Greenport has retired from active duty as the captain of the *Laurel*, one of the fleet of oyster boats owned by the Radel Oyster Co., So. Norwalk, Conn. He had skippered the boat for several years.

He had been employed by the Radel Co. for nearly a half century, and had been in command of a number of other oyster boats owned by the firm.

Fishery Council Publicity

The Fishery Council staff in New York City continues its good work of publicizing fishery products on radio, television and in newspaper articles. Many TV shows are now being given, showing the preparation of various kinds of fish and shellfish, and recently oysters were the subject of an interesting broadcast by Bill Leonard on his WCBS "This Is New York" show.

Using Fishery Council release copy for basic material, Leonard worked into his script interviews with Ed Holub of the Shelter Island Oyster Co., Greenport. The story was about the recent hurricane and the job it did to oyster grounds, moving whole beds into scattered areas.

Capt. Nat Edwards

Capt. Nat Edwards passed away at his home in Amagansett recently. He had operated pound nets on the East End for many years.

Maine Seafood Production Hits Record High

Maine landings have rocketed from a 1939 low of 90,000,000 lbs. valued at \$2,800,000 to an all-time high of 350,554,000 lbs. worth \$14,203,800 in 1950. Last year's production exceeded the 1949 total by 58 million lbs., but dollar value to the fishermen was down \$784,200. The nearest previous highline year was 1948, when Maine fishermen caught 305,037,000 lbs. of fish valued at \$16,183,000.

Maine's most important fish in 1950, poundwise and dollarwise, was the redfish, 79,000,000 lbs. worth \$3,067,000 having been landed. This was a jump of 23 million lbs. and a million dollars as compared to the 1949 totals. The boom in the redfish industry was due to the fact that more draggers made Maine ports their base of operations in 1950. Improved processing and handling facilities at both Portland and Rockland are attracting increasing numbers of fishermen and boats each year. About 70 redfish draggers are now operating from Maine ports.

Both cod and haddock held strong in 1950, displaying healthy landing increases over the previous year. Haddock highlined with 6,449,000 lbs., valued at an estimated \$522,000. This was an increase of 300,000 lbs., and \$100,000 over 1949. Cod followed with 1950 totals of 5,709,000 lbs., which brought \$288,500 to the fishermen.

Light Summer catches and November gales, which destroyed thousands of lobster traps and cost Maine fishermen at least a million dollars, were responsible for a million-pound drop in lobster landings. Estimated 1950 production was 18,396,000 lbs., valued at \$6,431,000, against 1949 totals of 19,272,000 lbs., valued at \$6,697,000.

A poor mid-Summer market and an overabundance of schools of herring along the Maine coast caused a decline of more than a million dollars in the value of the herring landings. The total herring yield for 1950 topped 184 million lbs. valued at \$1,257,000. In 1949, the catch amounted to 149,894,000 lbs., valued at \$2,408,000. Maine weirmen and seiners agreed that there were more herring on the coast in 1950 than had been seen in a decade.

Clamming took a slump for the first time in six years. The 1950 haul was 6,770,000 lbs. of bivalves worth \$1,175,000, in contrast with 1949's yield of 8,623,000 lbs. worth \$1,420,000.

Record Receipts at Rockland

The total of fish landings at Rockland for the year 1950 reached a high of 68,968,100 lbs. Landings were listed by the several plants as totaling 42,303,900 lbs. of redfish and mixed groundfish plus 26,664,200 lbs. of herring.

Highliner for the port for the year was General Seafoods *Billow*, with Capt. James Farrell of Owl's Head in command. The former Boston trawler landed a total of 3,089,400 lbs. during the year in 25 trips to the banks.

Second in landings was the *Breaker*, Capt. Percy Spurl-



The 28' x 8'7" x 2'6" fishing boat "Iola", owned by Capt. Sydney H. Davis of Port Clyde, Me., who started lobstering when he was thirteen years old and has been fishing sixty-one years. The boat was built by Clyde Winchenbach of W. Waldoboro, Me. from a new model, and is powered by a 45 Palmer.

ing, with 3,038,600 lbs. in 21 trips. Third position was taken by Capt. Ronald Whiffin in the trawler *Breeze* with a total of 3,013,800 lbs. in 22 trips. These three trawlers, all put into service out of Rockland early in the year, contributed heavily to the increased production.

Capt. Robert Anderson of Thomaston landed 2,945,300 lbs. in the *Eagle* to take fourth place, and fifth place went to the trawler *St. George*, Capt. Clydon Coffin of Tenant's Harbor, with 2,609,400 lbs. in 18 trips.

Herring Seiners Organize

Legislation is being planned by a newly organized group of herring seiners to give them rights equal to those granted herring weirmen along the coast. The group was organized at Rockland last month with Attorney Stanley Tupper of Boothbay Harbor being named as counsel.

It is hoped that just and equitable laws, favorable to both seiners and weirmen, can be worked out.

Clam Flats Opened

Effective February 1 approximately half a mile of the St. George River flats closed by order of the Public Health Service in 1946 were opened. However, the taking of clams will have to be limited to February and March of this year because of adverse conditions in warmer weather.

Appropriation for Fisheries

Sea and Shore Fisheries Commissioner Richard E. Reed has asked the Legislative Appropriations Committee for a \$350,000 biennial appropriation to finance conservation and administration of Maine's \$60,000,000 a year fisheries resource.

Included was a \$20,450 item for a continuing survey of clam flats closed because of health regulations. In the past two years, Reed said, 21 flats were resurveyed by State crews, and ten of them were reopened at least for part-time digging.

Legal Lobster Length May Be Increased

Maine lobstermen are being polled by the Sea & Shore Fisheries Dept. on proposed legislation to raise the minimum legal length of lobsters.

The Legislature is to consider action in view of the Massachusetts law of last Summer which raised the measure to 3 1/4" at the rate of 1/16" a year for two years starting next July 1.

Legal size Maine lobsters under the new Massachusetts minimum could not be sold in Massachusetts, an important market for Maine lobstermen.

Sea Moss Plant to Open in Spring

The Kraft Foods Co., newest addition to Portland's growing family of industries, will begin operations at its new sea moss processing plant in the South Portland shipyards this Spring.

To employ 30 workers at the start, the plant will process so-called Irish sea moss which is abundant in Maine coastal waters. The moss is used as a "stabilizer" for ice cream, chocolate milk drinks, puddings, etc.

As a special aid to fishermen, Kraft officials are developing a program designed to acquaint them with proper methods of harvesting and preparing the moss. Gathered from early May to mid-Autumn, the moss is harvested with special rakes by fishermen working from small dories.

Boothbay Fishermen's Cooperative Holds Election

Frederick Fossett of Boothbay Harbor was re-elected president of the Boothbay Region Fishermen's Cooperative at the annual meeting of the group held last month. Other officers re-elected were Clinton Barlow, vice-president; Jason Thompson, secretary. George Jones was elected treasurer. Directors named were Benjamin Lewis, Freeman Hodgdon, Carlos McKown, Herbert Decker and Ralph Carter.

Trawler "Flow" Joins Rockland Fleet

The General Seafoods steel trawler *Flow* joined the Rockland fleet last month under the command of Capt.



WINTERIZED LOBSTER BOAT launched last month by Rockland Boat Shop, Rockland, Me. She is the 38x10x2 ft. "Naida" owned by Capt. Ivan Philbrook of Matinicus, Me. and is oak framed and cedar planked. Cabin panels, which can be quickly removed when working traps, provide added protection in bad weather. Her Chrysler engine was running when the boat rolled down the ways.

Douglas Schwartz of Boston. The vessel is the largest in the local fleet, measuring 122' in length and having a fish hold capacity in excess of 300,000 lbs.

Fish Pumping System for "Quickstep II"

Leadbetter Machine Shop in Camden recently installed a complete fish pumping system, including a scaling tank and Worthington fish pump, in the 55' sardine carrier *Quickstep II*, owned by Capt. Norman Bickford of Camden. The fish are pumped into the scaling tank mounted atop the carrier's cabin which is provided with wooden grates over which the fish cross and lose their scales before being discharged into a pipe leading to the carrier's hold.

Homeport Fish Co. to Expand

Homeport Fish Co. of Rockport has started an expansion program of its plant and docking facilities. Work is expected to be completed in time for the first run of herring in the Spring.

Elmer Witham of Rockland reported that a pile dock 125' in length and 25' in width is to be built into the harbor this Winter. This project will give the firm an estimated 10 to 12' of water at the head of the pier.

An addition to the pickling shed will be made also. This project will extend the present sheds 50' and will be 30' in width.

Co-op Marketing Started

The first trip of the 10,000-lb. payload truck owned by the Maine Federation of Fishermen's Cooperatives was made last month, signifying the start of the group's marketing activities. The truck service, collecting from seven cooperatives and other fishermen's organizations along the Maine coast, will supplement their business with the regular buyers.

President and treasurer of the Federation is Cecil Jones of Pemaquid.

New Engines for Lobster Boats

Bass Harbor Boat Shop of Bernard recently installed 130 hp. Chris Craft engines in the 31' lobster boat owned by Lloyd Robbins of McKinley and in the 37' lobster boat owned by C. O. Trask of Bernard.

Make Ruling on Use of Word Lobster

The Federal Trade Commission announced recently that the unqualified word "lobster" may not be used in advertising to describe any food fish other than the macrurous crustacean of the genus *homarus*.

The names "spiny lobster" and "rock lobster" may be used to describe a species of crawfish—*panulirus interruptus*—if the word "spiny" or "rock" appears in direct connection with the word "lobster" and in type of equal size and prominence.

Rhode Island Quahaug Size Law Would Be Clarified by New Bill

Pending in the Rhode Island Legislature is a bill which would relieve District Court judges of the problem of deciding what constitutes a "batch" of undersized quahaugs.

Introduced by Sen. John W. McWeeney of Providence, the bill would delete from the law the language that declares any shellfisherman caught with quahaugs less than 1½" in diameter, which represent more than 5% of any batch, shall be punished by a fine of from \$5 to \$50.

In acting on cases brought by the State Fish & Game Division against persons found to possess undersized quahaugs, several judges have remarked on the lack of a definition of "batch".

McWeeney's bill provides that any person possessing quahaugs of less than 1½" in diameter shall be fined \$5 for every quart.

False Distress Call

A distress call from a supposedly sinking fishing dragger off Block Island sent Coast Guard and Navy air and sea rescue craft into hours of futile search last month.

The radio call for help was picked up by the Coast Guard in New York which reported that the 98' New Bedford dragger *Mary Ann* was in trouble 30 miles south-east of Block Island.

While searchers were combing the area for the vessel, a check was made in New Bedford and the *Mary Ann* was found to be tied up at Fairhaven, so the "search" was called off.

Missing Fisherman Safe

A Coventry fisherman, Anthony Borys, who put out from Sandy Point, Warwick, stumbled ashore at Coddington Cove cold and hungry, after drifting all day in his 16' skiff.

Two boats from the Castle Hill Coast Guard station and the State Fish & Game boat were combing the bay for him when he finally was able to direct his boat toward land.

The Coast Guard estimated that he had travelled 10 miles in his skiff, as it drifted down the bay before he managed to get it ashore in Coddington Cove.

New Dragger "Rita & Olive" Total Loss

The new 63' Block Island dragger *Rita & Olive*, returning from her second trip, went aground and became a total loss as she was making Block Island harbor during a blinding snow storm on Feb. 3. The crew reached shore safely. She was owned by Harold Day of Kennebunkport, Me., where she was built by Baum & Bonevito Boatyard, and was skippered by Capt. Frank Sennett of Block Island. The dragger was powered by a D13000, 120 hp. Caterpillar Diesel with 2.5:1 Snow-Nabstedt reduction gear, sold by Southworth Machine Co., and had a Hatha-way winch.



Capt. E. M. Scott's 39' lobster boat "Regina II" of Westerly, R. I. Her equipment includes an 80 hp. Lathrop gasoline engine with 24 x 18 Columbian propeller, and a Ray Jefferson radiotelephone. She uses Socony lubricating oil.

Gulf Fish Migrations Will Be Revealed by Drift Cards

Several thousand postcards, each sealed in a plastic container, will be dropped into the Gulf of Mexico by United States naval aircraft during 1951 to trace complex gulf currents as well as the distribution and migrations of commercial fishery stocks, including shrimp.

The project is sponsored by the Fish & Wildlife Service, with the cooperation of the Gulf States Marine Fisheries Commission, the Texas Game, Fish & Oyster Commission, the Department of Oceanography of Texas A & M College, and the Navy Department's Office of Naval Research.

The postcards are expected to drift about in the gulf currents, and to be cast up eventually on beaches, where many of them will be found and returned to the Gulf States Marine Fisheries Commission at New Orleans, La. Then they will be routed to scientists who will deduce from the returns the paths which the cards must have followed in the sea.

The "red tide" investigations of the Fish and Wildlife Service also are expected to benefit. In these studies, it is necessary to determine the pattern of currents along the shore in order to learn the connection between the circulation and the production of the red tide organisms. Since the last violent outbreak of red tide plagued the Gulf Coast of Florida in 1946-47 and killed an estimated half billion fish worth several million dollars, the Service has been seeking ways to predict and control similar natural outbreaks.

Shrimp Pack Smaller

The 548 cases of shrimp canned in the week ending Dec. 30 pretty well completed the pack until the Spring season, with the total so far 534,390 cases against 556,181. Unless last year's phenomenal Spring pack of nearly 200,000 cases can be duplicated, the current season's production will fall considerably short.

Alabama Shrimping Season Closes Early

Alabama's commercial shrimping season was closed at midnight on January 27 by the State Conservation Department. The closing was several weeks earlier than usual, and was on the recommendation of the scientific advisory committee of the Gulf States Marine Fisheries Commission. The season opened last August.

The closed area includes "all waters north of a line beginning at a point where the Alabama-Mississippi State line intersects the southern shore of Petit Bois Island, thence easterly along the southern shores of Petit Bois Island, Dauphin Island, Fort Morgan, Gulf Shores and Perdido Bay to an extension of the Alabama-Florida State line."

Oyster Production Shows Gain

Landings of oysters in Alabama during December amounted to 1,156,900 lbs., and accounted for 64 percent of the total receipts during the month. The increase in oyster production during December was 135,600 lbs. over the landings for November, 1950. A total of 2,937,550 lbs. of oysters were landed in Alabama during the four-month period ending with December, 1950.

Shrimp production for December showed a decrease of 223,800 lbs. compared with November, 1950. Landings of shrimp in Alabama for the four-month period ending with December, 1950, amounted to 1,556,200 lbs.

An increase of 30,600 lbs. or 16 percent was recorded in the red snapper catch during December as compared with the previous month. Mullet showed a decrease of 47 percent compared with November, 1950.

Landings of all fishery products during December totalled 1,809,900 lbs., which was a decrease of 240,600 lbs. or 12 percent from the previous month.

Hardy Killed in Boat Explosion

John Hardy of Tuscaloosa, Ala. is presumed dead as the result of an explosion which left the 40' fishing vessel

Lillian half sunken about a mile west of the west end of Cat Island.

Hardy left Violet, La. in the vessel, which was owned by C. M. Sprinkle of Sprinkle Seafood Co., Violet, with intentions of going to Bayou la Batre, Ala. When the boat failed to arrive there a search was instituted, and the badly burned vessel with only its mast protruding from the water was located by a Coast Guard boat.

The Coast Guard continued searching the area for the fisherman, but found no trace of him.

Oyster Canning Season Opens

The steam oyster season has opened at Bayou la Batre, Ala., with "freight boat" loads of the bivalves arriving from Cedar Point Reef. Approximately 200 persons were put to work processing the oysters at the plants of McPhillips Packing Co. and Graham Seafood Co. The season is expected to last through April.

Louisiana-Built Tuna Boat to Fish in Gulf

Avondale Marine Ways, Inc., Westwego, recently launched the 122' x 28' x 12½' tuna vessel *Gulf Star*, which will fish for Tuna, Inc. out of Pascagoula, Miss. The *Gulf Star* is the ninth tuna clipper constructed by Avondale.

The *Gulf Star* has cargo space for 250 tons of frozen fish, and will carry a crew of 15 men. She will be in command of Capt. Charles Kaufmann, who is one of the principal owners, and will first explore the Gulf fishing possibilities, going as far as the coasts of Costa Rica and Nicaragua.

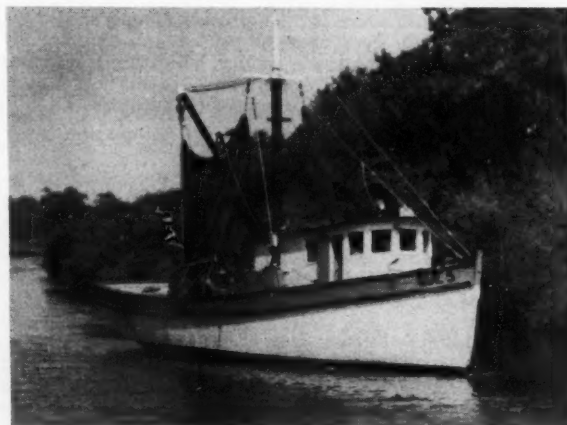
Capt. Kaufmann was chief engineer on the first tuna vessel built at Avondale for operation on the West Coast. He then became captain and co-owner of the largest tuna boat on the West Coast, and has proved himself a specialist in the tuna field.

The *Gulf Star* will have a cruising range of 10,000 miles, and is capable of bringing in a half million dollars worth of tuna in a year.

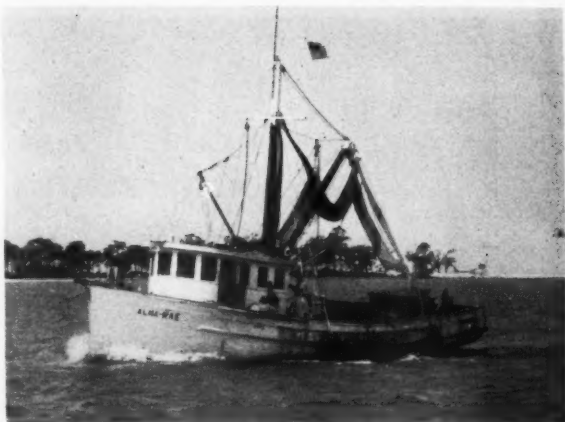
Plan Quick-Freeze Plant for Shrimp

The Louisiana Quick Freezing and Cold Storage, Inc., Morgan City, is planning a new seafoods operation if permits can be obtained from the mayor and council.

The company is asking (1) for a permit to construct and use a timber wharf 24' in width to adjoin the north end of the company's present wharf and extend upstream 60' (2) the use of a portion of the city's wharf beginning with the south end of the company's present wharf and extending downstream 80', the approaches to said wharves to be included to the Southern Pacific track right-of-way (3) a permit to construct two all-



The 60' shrimper "Que 5", owned by Dr. Shelley Mouledous of Abbeville, La., and skippered by Capt. John Clark. Her capacity is 75 barrels, and the vessel has a D13000 Caterpillar Diesel with 3:1 Twin Disc reduction gear, Columbian propeller, Wickwire wire rope, Linen Thread Co. Gold Medal nets and Stroudsburg hoist.



DeJean Packing Company's 56' x 16'4" x 5'6" shrimp "Alma Mae" of Biloxi, Miss., which is skippered by Capt. Ramsey Girouard. The vessel is powered by a D13000 Caterpillar Diesel which swings a 40 x 34 Columbian propeller through 2:1 Twin Disc reduction gear. She has Bethlehem wire rope, Ederer nets, Stroudsburg hoist, Kaar radio telephone and direction finder, and is painted with Woolsey's paint.

metal buildings the total of both to be 24' wide by 200' long.

In addition to the above specified improvements, the firm plans to build a quick freeze and storage plant to accommodate all boats docking at Morgan City.

The manager of the firm believes that almost one-half of the cost of preparing shrimp for the market could be saved if the plant were built, and he is confident that many boats now fishing in Texas and Mexico would make Morgan City their headquarters if they had the facilities outlined.

New Trawler Launched for Boynt

Conrad Industries of Morgan City launched the 70' x 19' x 7½' trawler *Country Boy* for Theron Boynt on January 23. The vessel will operate out of Brownsville, Texas, and is powered with a 275 hp. General Motors Diesel.

Partnership Dissolved

Notice was given last month that the Trawling Co. of Berwick, La., a partnership composed of Victor Guarisco of Morgan City, John A. Pharr, Sr. and Mary E. Pharr of Berwick, and George E. Burgess of New Orleans, has been dissolved.

The Riverside Seafoods, Inc., of which Guarisco is president, Newton Smith, vice-president and Miss Pharr secretary-treasurer, is the firm name of the corporation now conducting the seafoods business which was formerly operated under the partnership recently dissolved.

"Oregon" Still Operating Out of Mississippi

The Fish & Wildlife Service's exploratory vessel *Oregon* was scheduled to return to Pascagoula, Miss. on Jan. 30 after her sixth cruise. Norman H. Haughland is the acting fishery engineer in charge of the vessel.

The *Oregon* was to operate along the Florida west coast between Tampa Bay and Dry Tortugas at depths between 10 and 30 fathoms to ascertain the location of grooved shrimp north of the present Key West shrimp area. Trawls of a type for use in areas that cannot be fished with the conventional nets were to be tested. The use of traps also was to be continued in unfavorable trawling areas in an attempt to ascertain the presence or absence of shrimp.

Biloxi Shrimp in Korea

Enclosed in a letter written some time ago from the Korean Front by Pfc. Howard and Holton Turnbough, twin sons of Mr. and Mrs. H. O. Turnbough of Gulfport, was a cover from a can of shrimp thrown to them from a convoy truck. The label showed the can came from the CC Co. in Biloxi.

North Carolina Board Seeks to Modernize Fisheries Laws

The State Board of Conservation and Development, which held its two-day Winter meeting the latter part of January, acted favorably on a proposal to do away with 375 obsolete commercial fishing laws. Eric Rodgers of Scotland Neck, speaking for the commercial fisheries committee, recommended that the Board ask the Legislature to approve the proposal.

Rodgers said there are about 3,000 such laws on the books, many of them obsolete, some unclear, and some conflicting with other laws. The new proposals would tend to codify the laws and bring them up to date.

The fisheries committee voted to retain its 50c per bushel tax on oysters going out of the State. The tax is a deterrent to out-of-State oystermen. However, the committee turned down a proposal to license salt water fishermen.

A fisheries sub-committee was named to work out a program outlining the duties of the Commissioner of Fisheries. The post has been vacant since the retirement last Summer of Capt. John A. Nelson.

Oyster Bottom Leased to Denny

The following oyster bottom has been leased to W. W. Denny of Morehead City: 1.13 acres located in Newport River, Carteret County, N. C., and lying in Morehead Township in the vicinity of Laughton Point.

New Nordberg Gasoline Engine Distributor

Barbour's Marine Supply Co., Beaufort, has been appointed distributor for Nordberg gasoline marine engines in North Carolina. The firm has adequate docking facilities and maintains complete machine shop service for all types of gasoline and Diesel engines.

Barbour also is equipped to handle propeller reconditioning and offers a general shipfitting service for the installation and maintenance of marine engines, power and lighting plants and hoisting gear. A marine supply store stocks a wide assortment of marine hardware and boat supplies.

The firm was founded in 1919 as Barbour Bros., changing to Barbour's Machine Shop in 1932 and to its present name in 1945. J. O. Barbour is general manager, while J. O. Barbour, Jr., is assistant manager and shop superintendent.

W. Roy Hampton

W. Roy Hampton of Plymouth, head of the commercial fisheries committee of the Board of Conservation and Development, and chairman of the Board for the past year, died the latter part of January. He was well-known throughout the State, and especially on the coast where he had worked unceasingly for the betterment of the fishing industry. For 14 years he had been a member of the Board of Conservation and Development.



Jesse T. Moore's 42' charter boat "Ranger" of Swansboro, N. C. She has twin screws, and is powered with a Chrysler Crown engine and an 85 hp. Red Wing engine, which give her a top speed of 14 knots.



E. F. Falgout's 52' x 16'6" x 5'6" shrimp trawler "Silver Seal" of Aransas Pass, Texas. Right, Capt. B. A. Peer checking the oil of the D13000 Caterpillar Diesel which powers the vessel.

Texas Meetings Favor Quota on Imports of Mexican Shrimp

Following a two-day general assembly meeting at Brownsville, the Board of Directors of the Texas Shrimp Association voted to place a quota on Mexican shrimp imported into the United States. J. R. Clegg of Brownsville, vice-president of the Association, was designated by the Board to appear in Washington before the National Fisheries Institute Executive Committee to state the position of the Texas industry.

Similar action was taken by the Gulf States Marine Fisheries Commission, which had a two-day session in Brownsville following the Texas Shrimp Association meeting.

The Shrimp Association also discussed ways and means to stimulate the consumption of Texas shrimp throughout the country and how to improve sanitary standards all the way from the trawler to the customer.

John Mehos of Galveston, president of the Association, cited advertising as a means of stimulating Texas shrimp consumption. He also reviewed the effect of the 29,000,000 lbs. of shrimp imported from Mexico during 1950.

Raymond Steele, general counsel of the National Fisheries Institute, urged the setting up of a promotion campaign immediately.

The proposed \$1,250,000 Export-Import bank loan to Mexico for the purchase of shrimp trawlers from the United States drew fire when cited by President Mehos. A letter he read from the State Dept. explained that the loan is contemplated to aid U. S. boat builders who are in danger of closing down. The delegates were unanimous in contending that the loan would indirectly add to the flood of foreign shrimp coming into this country.

Harris Bouras of Galveston called on the Texas shrimpers to demand tariff protection or subsidies like those granted farmers.

Pass Resolution Urging Reciprocal Agreements

A resolution urging Gulf State governors and Legislatures to consider reciprocal commercial fishing agreements was adopted by a 4-to-1 vote at the executive session of the Gulf States Marine Fisheries Commission last month in Brownsville.

The next meeting of the Commission will be held in April at Pensacola, Fla. Prior to that time, State delegates will sound out fishing industry representatives on the matter of uniform shrimping regulations. Those already proposed call for extended closed seasons on shrimp both in inshore and offshore waters. This provision has drawn the most fire from Texas representatives who object to a shrimping season which would open fifteen days later in Texas than along the rest of the Gulf coast. Marine biologists, however, emphasize that such pro-

posals are based on scientific findings on spawning and growth periods of shrimp.

Bill Would Permit Menhaden Seining in Gulf

The economic importance of the menhaden fishing industry has been stressed by B. W. Halter, superintendent of the Port Arthur Menhaden Products Co., in urging adoption of a bill which would legalize purse seining for menhaden in the Gulf of Mexico. Introduced by Rep. Doyle Willis of Fort Worth, the measure would permit the taking of menhaden from April 1 to December 1 in nets and purse seines.

Protest Closing of Bays

The Bay Fisherman's Association has formed organizations along the coast to protest proposed legislation to close all Texas bays to commercial fishing and shrimping, including operation of bait boats. The new Association's action is aimed at saving members' investments in bay shrimping, including boats and fishing gear.

The Texas Game, Fish & Oyster Commission favors legislation to tighten restrictions on seining in Texas inland bays. The object is to ban the use of all netting except for bait purposes in inland bays over a substantial part of the year.

Wreckage of "Empritito" Found

The land and air search for the trawler *Empritito*, missing for more than a week, came to an end when wreckage drifted ashore recently along the Mexican Gulf Coast some fifteen miles below the Rio Grande River. A week later, the bodies of Capt. Salvador Serra and crewman Thomas Larkin were found on the beach 20 miles farther south. No trace has been found, however, of the other missing crewman, Kenneth Weiser.

Shrimpers Protest Bombing Area

Shrimp fishermen last month protested an Air Force proposal to set up a permanent danger zone in the Gulf adjacent to Matagorda Peninsula and Island. The zone would consist of a 15-by-60-mile strip to be used as a target area for practice bombing, gunnery, and rocket training.

Bob Durham of Corbitt Marineways and Raymond Muchowich of Muchowich Fishermen spoke for the fishermen at a hearing in Bay City. They said the zone would take in what is considered to be one of the best fishing areas in the Gulf, and asked the Air Force to try to locate the zone farther South in less prolific waters.

The Fish & Wildlife Service has recommended a bombing range off Padre Island at a location between Corpus Christi and Brownsville, where fishing is poor.

Would Prohibit Use of Nets

A bill prohibiting the use of seines, nets, trawls or traps to take fish or shrimp in the Laguna Madre waters lying within Cameron County was introduced last month by Rep. Menton J. Murray of Harlingen.

Florida Has New Shrimp Center at Marathon

Florida's growing shrimp industry, based on the discovery of a giant species in the Dry Tortugas area, has a new capital at Marathon, where a \$300,000 development by Miami firms has been built, including complete packing and handling facilities.

The packing plant was developed by the Crosland Fisheries of Miami, and a 250-ton capacity ice plant was established by the Royal Palm Ice Co., with fuel tanks and pumps also. A housing development for crews during their stay in port is also under way. Jack Crosland is president and general manager of Crosland Fisheries.

Marathon, long a center of mackerel fishing, has a landlocked harbor and unlimited space for expansion. It is easily accessible to Miami as a distribution point.

Converted Yacht Starts Fishing

A 20-year dream of Capt. Thomas H. Newman, who began commercial fishing at Miami in 1911, came true last month when his 150' craft *Colleen*, a former luxury yacht, left Miami for fishing grounds 600 miles away.

Aside from the size, the most unusual feature of the *Colleen* is a periscope, claimed to be the first ever mounted on a fishing boat. The 'scope runs to the top of the 30' aftermast, 42' from the waterline, and enables a man on deck to see farther. It will be used for sighting schools of surface-feeding fish as well as for navigation.

The crew of 13, including Capt. Newman, will fish with handlines, mostly in 300-400' of water. Two 600 hp. Diesel engines power the *Colleen*, and the range of the ship will make possible trips of 1,000 miles each way. Freezing facilities are available on board to keep 100,000 lbs. of fish in cold storage.

New Shrimp Trawlers

Capt. Sam Vona and P. C. Mabry of Atlantic Beach have a new 65' shrimp trawler, the *Vona Mabry*, which was built by Diesel Engine Sales Co., St. Augustine. With extra-heavy construction throughout, the vessel has 2" planking instead of the usual 1½".

The shipper has a D375, 270 hp. Caterpillar engine, reported to be the first ever put into a shrimp boat. Among its accessories are a Submarine Signal Fathometer and an automatic pilot.

The vessel is expected to run from Ft. Myers to Carmen, Mexico, where huge beds of Gulf shrimp are located. Capt. Vona will skipper the craft.

Typical of the new trawlers being added to the fleet calling Mayport their home port is the *Wynema*, a 55' vessel which was completed by Diesel Engine Sales Co. in December. She is co-owned by J. C. Farnell and Capt. Walter E. Floyd.

The craft is powered by a Caterpillar D13000 engine, and bears the black stripe of the boats fishing for the Singleton Fish Co.

Would Improve Key West Dock Facilities

Thompson Enterprises and the City of Key West have joined in making an application for extension of bulkheading along the commercial waterfront. The 268' of seawall will greatly aid the multimillion dollar shrimp industry in Key West.

City Commissioner A. Maitland Adams reported that about 350 shrimp trawlers used Key West docks last year. In addition to the seawall construction, dredging also will be done in the area.

Dade County Fishing Being Studied

Dade County's commercial fishing industry, which has a value of more than \$1,000,000 a year, is being studied by the Marine Laboratory of the University of Miami, under the direction of Dr. F. G. Walton Smith.

Want Deep-Water Channel at Venice

Fishermen would benefit if a deep-water channel were constructed from the Venice Inlet to Hatchett Creek, according to Col. A. B. Jones, former U. S. District Engineer



The "Big Dipper", 45' x 12' mullet fisherman owned by E. Turner & Sons, Naples, Fla., and skippered by Capt. Elisha Turner. Her engine is a 200 hp., 2100 rpm. Cummins Diesel which swings a 20 x 28 Columbian propeller and gives a speed of 22 mph.

of Jacksonville. The Colonel visited Venice recently to represent local interests at a hearing held by the U. S. Engineers on requests for a channel.

The Colonel estimated that larger boats, which could stay out a week or ten days at a time, could get in three times as much fishing as the smaller ones, with the same expenditure of fuel and ice. He said this would result in 6,000,000 to 8,000,000 lbs. of fish being brought into Venice annually, and that income from fishing would increase to about \$800,000 as compared to \$250,000 at present.

Parts of Lost Shrimp Boat Found

Parts of the shrimp boat *Vera* from Fernandina, which disappeared in November, have been found, but her two crew members are still missing.

Harold V. Fulford, owner of the *Vera*, said he found pieces of the 40' trawler on the beach of Little Talbot Island, just north of the mouth of the St. Johns River.

Million Lbs. Shrimp Landed at Fort Myers

More than a million pounds of deheaded shrimp were unloaded at seven Fort Myers Beach facilities during 1950 from March 10 to December 31. It is estimated that an average gross of 50c per pound for the shrimp was returned to the owners, making the catch worth a total of \$500,000.

Sponge Planting Suggested

One suggested solution to the problems of the Tarpon Springs sponge industry has been sponge planting. Experiments have shown that sponge planting could be made profitable if the proper site were used and if great care were taken in handling the sponges.

In these attempts, live sponges were cut into pieces of one to eight cubic inches. The cuttings were wired or glued to pieces of cement or strung on wires and placed back in the ocean. In two to four years, many of the surviving sponges were of commercial size. But the mortality rate was often high.

Milton Cohen, president of the Gulf and West Indies Co. at Tarpon Springs and a leader in the Cuban and Nassau sponge industries, claims that he has done research work which proves that the sponge beds in the Gulf of Mexico are in healthy condition and that the so-called disease was caused by the tremendous floods from rivers running riot over the sponge banks. Sponges die when fresh water hits them.

Cohen stated that the sponge banks are now full of tiny healthy sponges. If let alone, they will grow within two years to the 6" size that the law requires.

Norberg Thompson

Norberg Thompson, 65, owner of Thompson Enterprises of Key West, which was instrumental in the discovery of the rich new shrimp beds near Dry Tortugas, died January 29. Thompson was a native Key Wester, and his concern has been a leader in the shrimp industry.



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Virginia Crab Dredgers Are Doing Well

The second day of 1951 saw more than 100 crab boats on the crabbing grounds in the lower Chesapeake Bay, some three miles southwest of Cape Charles Light. Of this fleet ten were Tangier dredgers.

According to reports, they found rich beds of hard crabs; and they could have taken 100 barrels to the boat had they dredged all day. But when they had filled 25 barrels, they put into port.

By the 15th of the month, however, crabs in this area began to get scarce. A boat had to dredge all day to get 25 barrels.

On the 22nd the fleet sailed for the hibernation grounds near Smiths Point Light in the mouth of the Potomac River. They found some crabs there, and got from 15 to 20 barrels a day, selling them for \$6.00 a barrel.

The oyster dredgers have been doing fairly well, too, finding two new beds of oysters in Tangier Sound—one due west of Foxes Island and the other about a mile southwest of Onancock Creek.

New Patrol Boat

The Virginia Commission of Fisheries has augmented its law enforcement fleet by the addition of a 45' boat, the *Hornet*.

Recently completed at Deltaville and commissioned immediately, the vessel is powered by two 165 hp. engines and will be equipped with radiotelephone.

McHugh New Laboratory Director

Dr. John L. McHugh, formerly of the Scripps Institute of Oceanography, La Jolla, Calif., took over his new duties as director of the Virginia Fisheries Laboratory on January 1.

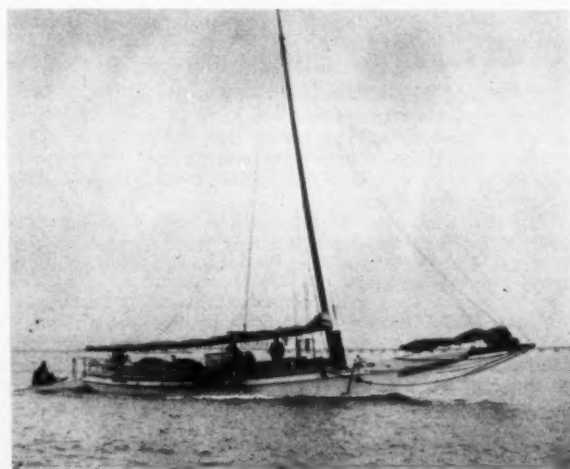
Dr. McHugh was one of the leaders of the Pacific sardine cooperative research program.

Hampton Roads Area Landings

Totalling 4,256,900 lbs., fish production in the Hampton Roads area during January was more than double that of the previous month, and almost 1½ million lbs. larger than the catch for the same month a year ago.

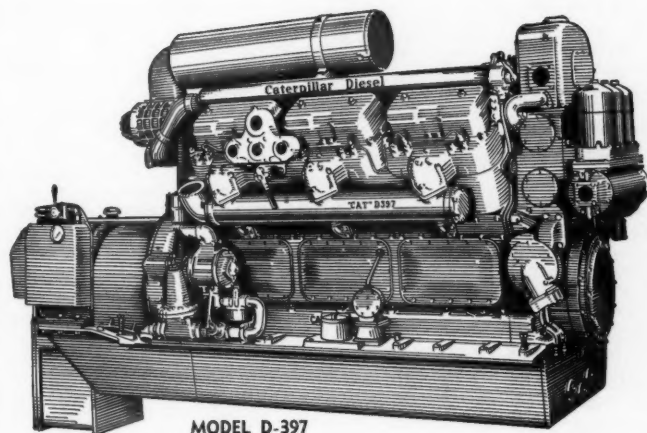
Two species, scup and sea bass, accounted for 90% of the entire landings. The sea bass catch was the larger of the two, amounting to 2,194,100 lbs., while production of scup totalled 1,603,400 lbs.

Seafood landings in the Hampton Roads, York River and Lower Northern Neck areas of Virginia dropped from 45,101,000 lbs. in 1949 to 44,333,600 lbs. in 1950. The Hampton Roads area's 27,598,800-lb. catch accounted for more than half of the total production.



Arlie Baker's 45' x 15' x 3' oyster boat "Lena Rose" of Cambridge, Maryland.

Tips from Sid Rideout on this new Cat Marine Engine



MODEL D-397

- 1 Only 148 inches overall length.
- 2 All pistons, rods and main bearings are easily accessible through large inspection doors without tipping the engine.
- 3 Short dimension gear reduction front power take off.

Ask Sid Rideout, PEMCO Sales Engineer, for more details.

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South Carolina Oyster Boats Operating in Firing Area

Major General R. H. Pepper, commanding general of the Parris Island Marine reservation, has reported that during recent weeks the training of recruits for Marine Corps service has been substantially hampered by the presence of oyster boats on Ribbon Creek and Archer's Creek within the confines of the Marine reservation. As a result of the trespassing of these vessels, firing practice had to be suspended until their departure. On one occasion more than 5,000 man hours of firing practice time was lost due to the presence of an oyster boat within the area.

It appeared that in most cases the offenders are unaware of the danger to their craft and personnel and of the statutory prohibition against trespassing upon Federal reservations.

Pepper further stated that continued trespass of this nature must necessarily result in criminal prosecution in the Federal courts.

Reappointed to Fisheries Board

Leroy B. Attaway of Beaufort has been reappointed a member of the State Board of Fisheries by Gov. Thurmond.

Apply for Oyster Bottom Leases

Hilton Head Co. of Bluffton and The Blue Channel Corp. of Beaufort have applied to the State Board of Fisheries for leases of oyster bottoms.

Body of Missing Georgia Captain Found

Funeral services for Capt. Grover Lovell who was lost overboard from his shrimp boat the *Pompano* on the night of December 27th, were held in St. Marys, Ga. on January 21.

Object of a wide search, the body of the fisherman was found by his brother-in-law, Capt. Claude Clarke of Thunderbolt, floating far out to sea from the point off Little Talbot Island where Lovell was reported lost overboard.

Use of Aluminum in Trawlers

(Continued from page 19)

the propeller through a 2:1 reduction reverse gear at a speed of 148 rpm., giving the ship a service speed of about 12 knots.

Hydraulic Trawl Winch

The trawl winch is said to be the largest hydraulic winch so far installed in any fishing craft. It has two drums, each taking 1,200 fathoms of 3" warp. The winch is driven by a 225 hp. Diesel coupled to a Vickers V.S.G. hydraulic pump.

An electric windlass is fitted, as well as electro-hydraulic steering gear. Navigational and communication equipment includes an electric submerged log, two echo sounders, radar, complete radio installation, loud hailer and inter-cabin telephones.

The *Jorundur* was built under survey of Lloyd's Register to the highest class. Electric welding was used extensively in the fabrication of bulkheads, double bottom tanks and engine seatings. Accommodation was provided for a complement of 39, the captain, chief engineer and mate having separate cabins. A lounge was furnished for the crew, as well as separate messrooms for officers and crew. An air conditioning ventilation and heating system is fitted throughout, and basins and showers have hot and cold running water. A refrigerated store is provided for perishable food. Lifesaving equipment and life boats with mechanical davits are all in accordance with the latest requirements for the safety of life at sea.

Gloucester Trawler "Gudrun" Lost with all Hands

Capt. Grimur Eggertsson of Winthrop, former skipper of the Gloucester trawler *Gudrun*, which vanished with her crew of 17 in heavy seas off Newfoundland last month, testified on February 2 that, in his opinion, the craft was one of the best equipped and sturdiest in the area.

Capt. Eggertsson told a Marine Board of Investigation at Boston that he was in command of the 115' steel vessel when she safely rode out last Fall's hurricane with about 150,000 lbs. of fish in her hold.

Capt. Eggertsson told the Board that he could see nothing to prevent the *Gudrun's* life raft from floating free when she went down.

The hearing adjourned until the 5th of February when the Board was to hear testimony from Coast Guard personnel who participated in the search for the *Gudrun*.

The Coast Guard spearheaded an extensive search by sea and air for six days for the Gloucester trawler. At the height of the search, 17 planes and 15 surface craft, Coast Guard, Navy and private fishing boats, had covered thousands of square miles of the Atlantic in the Grand Banks area.

The *Gudrun* left Gloucester on January 3 and radioed on the morning of January 14 the grim message: "We are sinking", and followed with her position as being some 180 miles south of Cape Race, Nfld.

Aboard were Capt. Johann Axel Johannssen, owner-master, of West Medford, and a crew of 16 men.

Built at the Bath Iron Works, Bath, Me., in 1928, the *Gudrun* was then known as the *Boston College* and owned by F. J. O'Hara. During World War II, she was taken over by the Navy, and subsequently acquired by Johannssen.

Would Have Coast Guard Inspect Boats

Gloucester Union fishermen plan to seek Coast Guard inspection for all fishing craft before leaving port. This would include condition of dories, hull and engines, and would be for the purpose of better safety. Alphonsus Hayes and George H. Hodgdon, Union delegates, are spearheading the campaign to get legislation for such an inspection.

Dragners Operating Out of New York

During the month of January, 14 Gloucester dragners operated out of Fulton Market, New York. They accounted for some 1,250,000 lbs. of fish at that port, in a total of 34 trips.

Food Fish Production

Gloucester's total production of food fish for 1950 was 174,215,400 lbs. from 3,877 trips caught by some 250 dragners and seiners. The estimated value of this catch to the boat owners, skippers, crews and wharf hands was \$12,700,000. A 72-day seafood workers strike this year cost the city an estimated 50,000,000 lbs. of fresh fish, mostly redfish.

Whiting totals also decreased for the year 1950 by a considerable figure. In 1949, the whiting total was 10,352,000 lbs. from 942 trips. This past year, the total was only 6,890,000 lbs. from 588 trips.

The biggest loss was in mackerel receipts. Gloucester's total was 272 trips with 3,538,000 lbs. for the year. The entire mackerel production from the first trip on April 13 to the final catch on November 18, was only 4,909,000 lbs. in 346 trips. Normal mackerel production is 30,000,000 lbs.

Dragners Change Hands

James Bordinaro and Salvatore Limone of Gloucester and Ignatius Palumbo of Malden have filed papers with the Secretary of State seeking a charter to incorporate under the laws of Massachusetts, as Schooner *Pilgrim*, Inc.

They operate the Empire Fish Co. in Gloucester, and have recently bought the Gloucester dragger *Pilgrim*

from Capt. Ben Pine. The *Pilgrim*, with Capt. Tony Parco in command, is one of the redfish highliners in the Gloucester fleet. The dragger *Puritan* also has been sold to the same group by Capt. Pine.

The dragger *Superior* was sold recently to Louise & Esther, Inc. of Gloucester. The new skipper is Capt. Manuel Pino who formerly had command of the dragger *Newbay*. The *Superior* was built for the late Capt. John A. Dahlmer.

The vessel landed her first fare under the new ownership and new skipper on January 30. It was a 37,000-lb. catch of scup, unloaded at Fulton Market, N. Y., where the *Superior* will fish for the balance of the Winter months.

"Bethulia" Now the "Holy Name"

The local dragger-seiner *Bethulia*, Capt. Joe Curcuro, was renamed the *Holy Name* recently. This seiner always has been one of the high-liners of the fleet.

Another craft to get a new name is the former Boston dragger *Mary A.* Her new name is to be *Sunbeam*, and will go fishing out of Gloucester for whiting.

Good Redfish Trips

Among the good trips of redfish landed at Gloucester last month was the 219,000-lb. fare brought in by the *Mary and Josephine*, Capt. Chris Cecilio, on January 8. The fish sold for 6½¢ per pound.

Capt. Brad Amirault and crew of the dragger *Catherine Amirault* had a nice trip on January 9—200,000 lbs., mostly redfish.

The dragger *Felicia* had a fine trip last month when she hauled for 220,000 lbs., which was bought by Cape Ann Fisheries, Inc.

New Engine for "Trimembral"

Manchester Marine Railway, Manchester, Mass., has overhauled and repowered the "Trimembral", owned by Capt. Salvatore Santuccio of Gloucester. Her new engine is Model HRMS-600, 140 hp. Cummins Diesel with Capitol 3:1 reduction gear, turning a 42 x 28 Columbian propeller.

Capt. John A. Dahlmer

Capt. John A. Dahlmer, well known fishing master out of Gloucester for more than 40 years, died last month after a long illness.

He was a pioneer in the gill net branch of the Gloucester fisheries, coming to Gloucester from the Great Lakes in 1911 in the *Margaret D.*

Meeting with success in the business, Capt. Dahlmer bought the *Orion* in a year or two and operated both craft for some time. In mackerel seining ventures, Capt. Dahlmer won a reputation as one of the leaders.

Capt. Dahlmer was a prime mover in the organization of the Fishing Masters-Producers Assoc. and its president for years. He was also director of the Master Mariners Assoc.

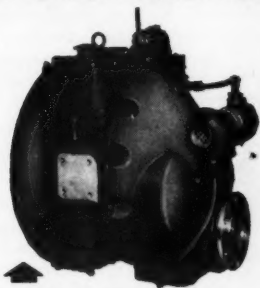
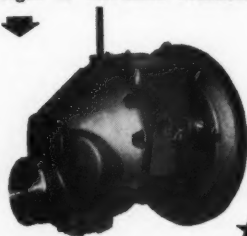


The 41' "Ann M.", owned and skippered by Capt. G. Edward Killen of Rehoboth, Del. Painted with International paint, the vessel is powered by a 115 hp. Chrysler gasoline engine with 2½:1 reduction gear which swings a 20 x 20 Hyde propeller. She uses Exide batteries, Columbian rope and Pflueger hooks.



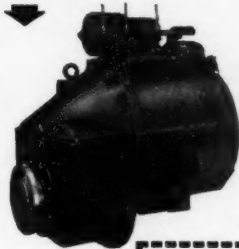
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LONGER CLUTCH LIFE
— Series #3745 to #3766. Clutches are spring-loaded, double cone non-metallic lined, and operate in oil, transmitting 100% engine speed. Detachable herringbone reduction gears with ratios up to 4.4:1. Either right or left-hand rotation.



SIMPLIFIES CONTROLS
— #3757 Hydraulic Gear for fingertip control. Normal capacity 190 h.p. at 1800 rpm. The clutches are self-adjusting in forward and reverse. Oil system is independent from engine. The herringbone reduction gears provide ratios up to 4.4:1, with left or right-hand rotation.

TRANSMITS FULL POWER — #3786 air-operated Reverse Gear for push button control from one or more stations. This gear transmits full power through the cone type clutch, and operates with splash or pressure lubrication from the engine. Reduction ratios are from 1:1 to 3:1.



MINIMIZES SPACE NEEDS — #3706 for high-speed air-cooled and water-cooled engines from 4 to 15 h.p. This gear has a wet type, disc clutch. Helical type reduction gear is optional. Gearing is straddle-mounted on ball bearings.

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Delaware Bill Would Provide For Fisheries Research

Appropriation of \$65,000 to the University of Delaware for research and training on the State's salt water resources was proposed in a bill introduced in the Delaware Legislature by Rep. Francis E. Holliday.

"Some of the salt water resources of the State are seriously depleted," the bill said. "Some are subject to undesirable fluctuation and some are increasable in yield and value."

Asserting that "the best use of these resources is dependent upon sound and informed attitudes by the watermen, sportsmen and general public of the State," the bill declared that "the fisheries industry, shellfish industry, sports fishery and existing conservation agencies of the State have indicated the need for a research and training program."

The proposed appropriation would include \$35,000 for the first fiscal year of the next biennium and \$30,000 for the second. This would pay for "a program of research on past, present and potential products from the salt waters of the State, of instruction of special students, teachers and public citizens on biology and conservation of aquatic resources, of encouragement of all types of investigation of salt and estuarine waters and their inhabitants, and for provision of advisory assistance to administrative and other agencies."

Would Change Law Enforcement Agency

A bill introduced in the Delaware Legislature by Senator E. Sherman Webb would transfer from the State Fish and Game Commission to the State Shell Fisheries Commission the job of enforcing State fishing laws in Delaware Bay and the State's Atlantic Ocean coastal waters. Senator Webb explained that the Shell Fisheries Commission was better equipped for the job because it has a seagoing craft.

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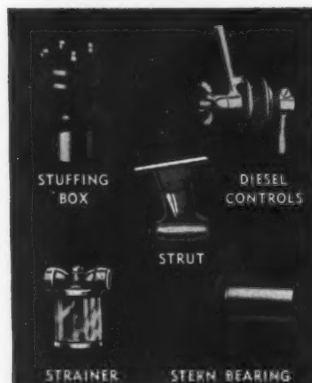
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FRANK L. **SAMPLE** JR., INC.

Shipbuilders

BOOTHBAY HARBOR, MAINE



Wayne Waller, who joined the National Fisheries Institute's Washington staff in November as director of the new Fish Meal, Oil and By-Products Division. Mr. Waller has had wide experience in the fields of animal and poultry nutrition, research, sales and promotion of feed concentrates, especially those of fish origin. A broad program for the new Division has been planned which will assist the industry in merchandising its products to best advantage.



Ice Fishing on Lake Erie

(Continued from page 17)

fishing hole. The shanty is then placed over the hole and banked with slush to prevent the hole from freezing over during the period of fishing. The slush is taken out of the hole with variously patterned slush scoops. Two lines, each with two hooks and a dippy, are usually fished, but during periods of a good run, sometimes only one line is used.

The lines are fished about 6" off the bottom, although sometimes fish seem to prefer other levels. They are kept in motion by rhythmic manipulation on the part of the fisherman; it seems a well established fact that the fish do relatively little feeding during the Winter but will strike readily at moving objects. Many times the bait will be taken while it is being sent to the bottom.

The fishing is seldom consistently good. A fisherman may be fishing furiously for a short while and then not have a bite for hours; shanties only a few yards apart may have decidedly different luck at the same moment. However, even with these conditions of spotty biting, some excellent catches, sometimes running into the hundreds of pounds of fish, are made. During good fishing periods, catches bringing the fishermen \$10 to \$40 per day are common on Western Lake Erie.

Fish are ordinarily purchased locally by residents serving as buyers. After a day on the lake, fishermen bring their fish to these buyers, who sort and weigh the catch, paying the fishermen according to existing market prices.

Stove a Necessity

A necessity in shanties on the open lake is a stove. This is ordinarily run by coal, and keeps the fisherman comfortable even though outside conditions are very severe. Bait is kept alive in small bait cans lowered into the water by a cord, while the fishing supply of bait is kept in a small container on the floor of the shanty.

A "must" to the ice fisherman are ice creepers, without which seasoned fishermen would not dare venture onto the lake; on glare ice, the wind would send a person without creepers sliding helplessly down the lake.

In the Spring of the year, when the lake ice becomes honey-combed and is ready to move, the fishermen keep a careful watch on weather conditions. Sometimes, however, an unexpected blow comes up and the ice begins to move before shanties can be removed from the ice. When this happens, special iron-clad boats with runners on their bottoms are hauled onto the ice and the race for the moving shanties begins. Open water, when encountered, is crossed with the boats and then the haul is resumed.

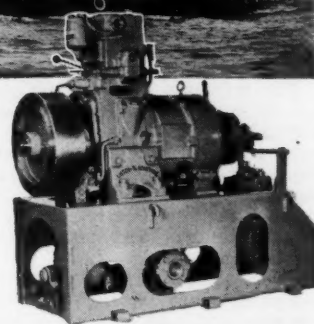
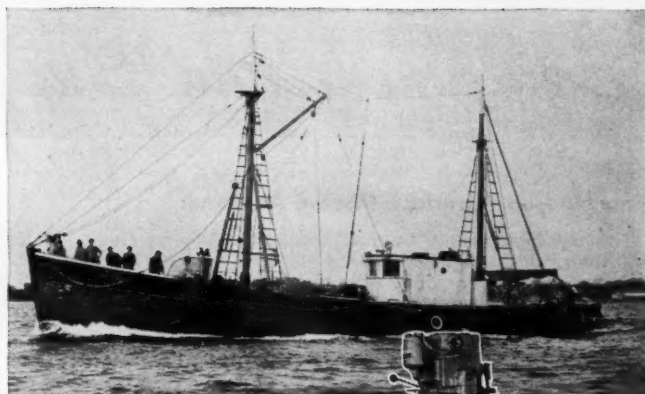
Many times the shanties have been recovered after having been moved miles by the shifting ice fields. There are even instances when shanties were carried away and considered as lost, only to have a wind reverse the movement of the fields and bring the shanties back.

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for 11 years...they always do
a good job...the one on
NATALIE III is the second
L/B I've bought'**

— CAPTAIN ANTHONY LINQUATA
Skipper & Managing Owner,
Dragger NATALIE III, Gloucester, Mass.

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no-tinkering Lister-Blackstone diesels rated at honest, **working** horsepower. NATALIE III's low-priced little 8 h.p. model CD does a **big** job; provides long-life power for all electrical needs, deck wash, bilge pumps and air compressor.



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Repairs to Make Before Painting

(Continued from page 15)

How about reverse and throttle controls? Recently we rebuilt the pilothouse of a dragger because the reverse control of another boat failed and she shoved her swordfish stand into the pilothouse of the first boat, luckily without injury to persons on either boat. I remember a small dragger that used to have an old table knife for a handle on the throttle control. I do not think we have to come to anything like this. In a throttle control we need positive and easy action, with the assurance that the throttle will stay in one position once we put it there. We also want to be sure that the linkage will go as far or farther than the set screws on the throttle control of the carburetor will allow. In other words we want to be able to go from shut to wide open without anything but the screws on the carburetor controlling the range. No wood or metal adjoining the linkage should regulate the length of throw.

Furthermore, the throttle control should be convenient to the helmsman and installed in such a manner that it will be natural to open or close it in the direction in which it is hooked up. A serious accident can easily happen in a case where it is natural to move the lever in one direction to close it, but the throttle is hooked up in the opposite manner.

Reverse controls also should operate in natural manner and should be well balanced in order that they do not wear the reverse gear as the result of continual pulling on the reverse gear handle. If proper balance is not maintained, the linkage will have a habit of dropping the reverse gear in or out of gear, which causes wear and tear on the gear and is a nuisance. The control rig should be well designed to provide ample leverage for easy operation of the gear, but should not be so made as to provide an oversupply of leverage. We once had a reverse gear handle on our yard tug *White Cap* that furnished too

much leverage. There was continual trouble with broken yokes on the reverse gear until we realized that frequently the man at the wheel would slam the reverse lever back when no such force was necessary with the great leverage on hand. We immediately installed a different reverse control with the result that we have never had to replace another yoke.

Stove Pipe, Guard Rails and Caulking

Cracked and broken deck irons and rusted bent stove pipe should be replaced on your Charlie Noble before painting begins or the paint will be messed up in a hurry. Be sure to use a good safe type of smokehead. For most installations I have yet to find an improvement on the Liverpool head. Personally, I believe in the installation of bronze deck irons and the use of copper or Monel pipe and smokeheads as a real economy.

Torn up half oval and damaged guard rails also should receive attention before Spring painting. I have noticed frequently in fishing boats that owners are careless in regard to caulking along the stem rabbet with the result that fresh water works in, causing decay of both stem and hood ends. Frequently fastenings of hood ends are faulty, with the plank inclined to start off and cause more leaks. In this case, all old cotton should be rove out, the ends fastened, and a good recaulking job done.

Leaking portlights caused either by rotted out rubber gaskets, lack of wingnuts, broken glass, or corroded screws and bent frames should be put in proper shape before Spring painting. Whether these ports are in the hull or in the deckhouses, they should be kept in good shape. It is well to squirt a little penetrating oil on threads and hinges and rub vaseline on rubber gaskets occasionally.

This is only a sample of the things which merit your attention before painting. These thoughts, together with a glance about your particular vessel, should give you some hints as to other preparations which ought to be made.

Equipment and Supply Trade News

New Hudson American Marine Antenna

The new Model M-10 antenna, being marketed by Hudson American Corp., 25 West 43rd St., New York 18, N. Y., includes many refinements designed to provide an efficient and practical antenna for marine use.

The M-10 is durably constructed and has castings of bronze, chrome plated to marine specifications. All fastenings are of Monel or silicon bronze. The tubing is of high strength heat-treated aluminum alloy.

The influence of electrical characteristics by weather conditions is minimized through use of 100% Phenol Formaldehyde varnish (which carries a rating of 1800 volts per mill.) and the inclusion of longer than average leakage paths. This is a most important consideration in salt water use. The natural period of the antenna, including average lead in, is 2800 kc. The antenna resonates throughout the entire marine band with a minimum of external loading.

Ease of handling has been given consideration in the design of the M-10. Light in weight, manipulation of the antenna is simplified by the action of the swivel base, which allows rotation through 360° on the vertical axis or movement of 180° on the horizontal axis. The base permits mounting against the deck house or on the deck.

For ease in lowering the M-10, a unique sliding sleeve insulator with neoprene rubber bushings is used. This insulator engages the deck house mounting, and to lower the antenna it is necessary only to slide the insulator up the antenna. This disengages the antenna from the mounting bracket and frees it for lowering.

Lister-Blackstone Offers Air-Cooled Diesels

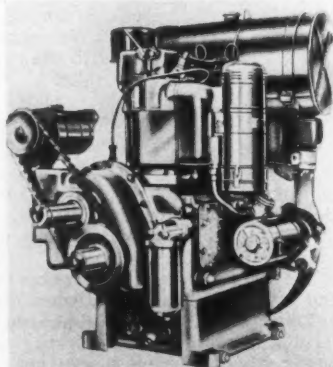
The Armstrong-Siddeley single-cylinder and two-cylinder air-cooled Diesel engines are now being marketed and serviced in the United States by Lister-Blackstone, Inc., 420 Lexington Ave., New York 17, N. Y.

The single cylinder model develops 8 hp. at 1500 rpm., and the two-cylinder model develops 20 hp. at 1800 rpm. Both models have bore and stroke dimensions of 4¼" by 4¼", and the two-cylinder 20 hp. engine is reported to represent the highest-powered air-cooled Diesel ever sold in this country.

The air-cooled Diesels are particularly well suited for use in standby auxiliary air compressor units. Both models may be furnished with standard S.A.E. bell housing mounted on the flywheel cowl that will accept standard generator housings. Flywheel driving member and adapter ring accept a standard No. 4 S.A.E. clutch.

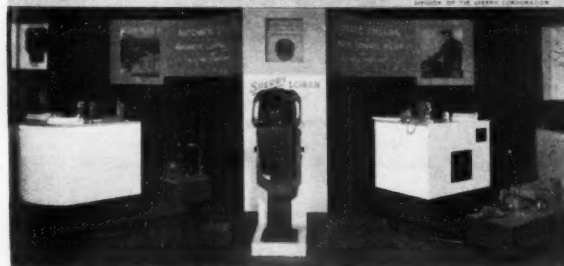
Other uses for these air-cooled Diesels include generating duty from 3 to 10 kw. The two-cylinder model may be used as a marine propulsion unit.

Both models afford virtually effortless cold starting by hand; however, standard Electric Auto-Lite starters and generators can be mounted if specified.



2-cylinder, 20 hp. air-cooled Diesel engine offered by Lister-Blackstone.

SPERRY GYROSCOPE COMPANY



Sperry Gyroscope Co. exhibit at National Motor Boat Show in New York last month. Sperry automatic steering and loran were demonstrated, and the Sperry magnetic compass pilot was shown with both electric steering engine and hydraulic power unit.

Double Seal Announces New Piston Ring

To lessen the possibility of piston rings catching in engine cylinder ports, the Double Seal Ring Company of Fort Worth, Texas, has developed a new addition to its line—the end-locking Sealock ring. The locking feature of the one-piece Sealock holds one of the ring ends "in" against the other, thus preventing the locked end from expanding into ports in a cylinder wall.

Field tests have indicated much less ring breakage with Sealock rings in two-cycle engines, and in less wear of cylinder walls and the ring itself in both two and four cylinder engines. In addition, the Sealock has all the advantages offered by the patented "Double Seal" feature of the manufacturer's other sealing rings. These include full sealing against compression blowby, even when a ring compensates for cylinder wall taper.

Enterprise Engine Holds Sales Meeting

Enterprise Engine & Machinery Co. held their annual sales meeting at Sonoma, Calif., where members of the national sales organization joined the home office personnel January 15th for a 3-day session.

Those who attended the meeting included the following from the home office: W. E. Butts, president; J. I. Birchard, vice-president and general manager; J. E. Watson, general sales manager; G. C. Rasey, sales manager, engine division; G. J. Brusher, marine sales; M. T. Prendergast, manager, parts department; J. H. Sheusner, chief engineer; H. L. Hansen, chief service engineer; D. S. Briese, advertising manager.

Among the field men present were: H. T. Anderson, district manager, H. H. Goodwin, sales engineer, New York; P. K. Wabnig, district manager, New Orleans; W. E. Bishop, representative, Washington, D. C.; J. E. Barthmaier, district manager, Boston.

Johnson-Williams Explosion Warning Device

With a complete redesign, the J-W Sniffer, a combustible gas indicator manufactured by Johnson-Williams, Ltd., 2608 Third St., Palo Alto, Calif., has been given a new scope of installation flexibility. Separate mounting of controls and indicating meters, and the ready addition of accessories in marine installations where space is at a premium are now possible.

The indicating meter, a 2¼" hermetically-sealed flush-mounting type, can be placed anywhere on the instrument panel. A convenient remote location, where the pilot light can be observed, may be selected for the control

SPECIAL REDFISH COD-ENDS

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box. The detector unit, protected with a five-thickness heavy close-mesh Monel metal screen, mounts low in the hull where explosive vapors collect, and the three units interconnect with heavy-duty cables. Alternative control boxes are available for use with two detector units located in separate compartments.

New circuits have been developed to add operating checks. The pilot light has been given the additional functions of checking the operation of the detector unit and monitoring the voltage-regulation as well as indicating that power is on. Interlocks are provided so the engine of the boat cannot be started unless the J-W Sniffer is actuated.

Onan Booklet on Marine Installations

A special marine edition of Power Points, company magazine published by D. W. Onan & Sons Inc., Minneapolis, Minn. describes Onan marine generating equipment in such craft as luggers, shrimp trawlers, tugs and work boats. Among fishing boats illustrated are the oyster dredger *Ursula C.*, and the shrimpers *Charmie No. 2*, *Jim Melton*, *Sunshine*, *Al-Dot* and *Gulf Maid*.

The patrol boat *Marlin*, operated by the California Fish and Game Commission, also is shown and described in the 16-page, two-color magazine.

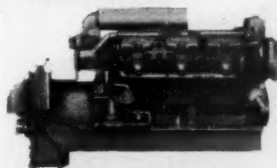
Typical sales and service facilities for Onan equipment are pictured, including Manset Marine Supply, Southwest Harbor, Me.; Kennedy Marine Engine Co., Biloxi, Miss.; Diesel Engine Sales Co., St. Augustine, Fla.; Brady Engine Sales Co., Houma, La.; and R. C. McAllister & Son, Erie, Penn.

Jabsco Distributing Bee-Jay Rubber Bearings

Jabsco Pump Co., 2031 N. Lincoln Blvd., Burbank, Calif., has been made National distributor of the new line of "Bee-Jay" water lubricated, rubber marine bearings, which are made by Patterson-Ballagh Corp.

The Bee-Jay bearings are made with a tough resilient

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That Fits Your
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*"As good today
as when I put them in!"*

East Hampton, N. Y. Capt. Edward L. Sherrill, Jr. of the DOROTHY AND EDITH takes her out of Montauk, L. I. Her type is familiar to all fishermen—and so are her requirements for top flight, all-around storage battery service. His set of four 6-volt Type 6XH-25 SURRETTES are "as good as when I installed them in 1948", according to his commendation of these rugged marine batteries which are used by value-and-service conscious fishermen from Maine to the Gulf.

There are fourteen numbers in the Surrette 6-volt series, for starting gas and diesel engines and for power and lighting. Hence there is a size for every boat using this voltage. You get longest power per pound of weight, thick, high positive plates with double insulation. You get greatest capacity in least space, special engineering, extra heavy fittings, genuine hard rubber containers, for rugged marine use.

Ask your dealer about SURRETTE BATTERIES, the choice of fleet operators, and for Specification Sheet M-1. FINEST AT ANY PRICE—SIZES FOR EVERY BOAT. Write us if your dealer cannot supply you.

SURRETTE STORAGE BATTERY CO., Inc.
SALEM
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Surrette
MARINE BATTERIES

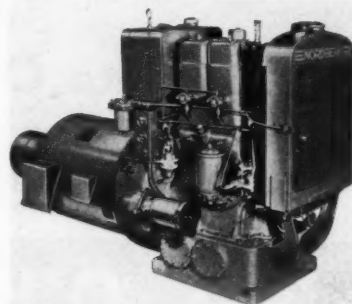
synthetic rubber lining. Sand and other abrasives entering the bearings are rolled into the soft rubber surface and carried across the faces by rotation of the propeller shaft and thus into the grooves, and these abrasives are continually washed out with the lubricating water.

The bearings are made in a complete range of sizes for all shafts from $\frac{3}{4}$ " to 6" diameter. No change in strut or stern casting size is required to accommodate them. They are normally furnished with naval brass outer case, but stainless steel or Monel metal cases can be supplied if required.

According to Jabsco Pump Co., the Bee-Jay bearings are capable of supporting the heaviest of shaft loads without causing shaft deflection, and as the load increases they are able to maintain a near-constant coefficient of friction.

New Nordberg Diesel for Auxiliary Use

Nordberg Manufacturing Co., Milwaukee 7, Wis., has announced a new two-cylinder Diesel, known as the 4FS2, which is conservatively rated at from 20 to 30 hp. within an operating speed range of 1200 to 1800 rpm. Available for marine auxiliary applications, it has a $4\frac{1}{2}$ " bore and $5\frac{1}{4}$ " stroke and is an extra heavy duty, vertical, four cycle, mechanical injection engine.



Nordberg 4FS2 two-cylinder Diesel generating unit.

The new engine is built as a complete, self-contained unit and is offered as an electrical generating set, pumping unit and with clutch or stub shaft power take-off for direct connection or belt drive. It supplements the type 4FS1 single-cylinder, 10 to 15 hp. Nordberg Diesel. The Nordberg 4FS line of Diesel auxiliary units now provides generating models from 6 to 20 kw. in all standard voltages, and pumping units from 200 to 2400 gpm. at from 25 to 220' head.

Nordberg 4FS2 engines are simply constructed to provide ease of maintenance and operation and are designed to start and operate on regular Diesel fuels. In addition to manual starting, electric starting equipment including starting motor, battery charging generator and voltage regulator, is optional on all models.

A mechanical flyball type governor, gear driven from the camshaft, regulates fuel delivered to the injection nozzles in accordance with engine load requirements. Heat exchanger cooling for marine applications is available and includes jacket water heat exchanger, surge tank, jacket water and raw water pumps, and automatic temperature control.

Cole-Hersee Offers Marine Electrical Items

The Cole-Hersee Co. of 20 Old Colony Ave., Boston 27, Mass., are now offering a complete line of marine electrical equipment.

The Company's marine heavy duty switches, starter switches, toggle switches, face plates and knobs are all manufactured of non-ferrous materials. They are especially designed and engineered for marine application, and will not deteriorate from effects of fresh or salt water.

Cole-Hersee marine double contact sockets, metal clad plugs and connectors come complete with brass screws, phosphor bronze springs and hard rubber insulation. Caps, outer shells and mounting hardware are brass, nickel plated.

The marine dash lamps are equipped with brass screws, phosphor bronze springs and hard rubber insulation. Marine fuse blocks are manufactured with phosphor bronze fuse clips and are available in one to five gangs.

Cooper-Bessemer Elects New Vice-President

Charles G. Cooper, manager of Cooper-Bessemer's Washington office, was elected a vice-president at the recent Board of Directors' meeting. Mr. Cooper has been responsible for the sales and servicing of Government Diesel and gas engine contracts, as well as all direct relations between Cooper-Bessemer and agencies of the U. S. Government.

Son of the late C. G. Cooper, former Cooper-Bessemer president, and grandson of Elias Cooper, one of the company founders, Mr. Cooper is a graduate of the Sheffield Scientific School of Yale University, 1926. He served as a field and service engineer with the Chapman Stein Co., former Cooper-Bessemer subsidiary, until 1931 when he joined Cooper-Bessemer's New York office as sales engineer. In 1933, Mr. Cooper established the Washington office that he has managed ever since. He was named a director of the company in 1945.



Charles G. Cooper

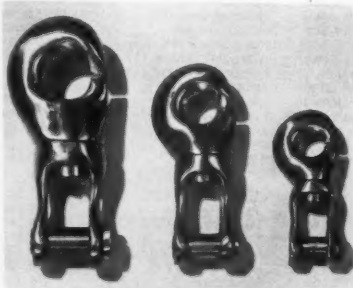
Eco Increases Output of Pumps for Marine Use

Eco Engineering Co., 12 New York Ave., Newark 1, N. J., has announced increased production on their gearless multipurpose pumps for marine use.

Among the marine applications are: circulation, bilge, showers, fresh water systems, deck washing, etc. Eco pumps can be operated by electric motors, air cooled engines, or as part of regular boat engines, and are especially suited for use in sandy, muddy and silty waters.

Eco pumps are available in naval bronze forgings or stainless steel pump bodies that last indefinitely and will not corrode. The bearings require no lubrication. Capacities range from 1/10 gpm. to 19 gpm., for use against pressures up to 150 lbs. per square inch.

Brummel Fixed Eye and Swivel Hooks



Brummel swivel hooks.

A line of quick-connecting hooks or sea links, suitable for meeting the requirements of the commercial fishing industry, is being manufactured by Brummel Hook Co., 1619 Winona Ave., Chicago, Ill.

The sureness and speed with which the hooks make it possible to connect or disconnect wire,

rope or chain, is of particular value to those engaged in purse seining, ground line or long line fishing.

Brummel hooks can be linked together with a mere turn of the fingers, even in the dark. Once joined, they can't come apart, it is claimed, until intentionally disconnected, which can be done quickly and easily.

They make it possible to instantly add or remove any number of skates in a set, or securely link buoy line to anchor. Tests show them to be exceedingly strong but light, and resistant to sea water corrosion.

Besides fixed eye and swivel hooks or sea links, Brummel makes a mooring deck fitting for attaching light mooring lines and signal flag halyards, and a nut hook which can be attached to threaded bolts and installed for hoisting cargo.

For any marine purpose . . .

CHRIS-CRAFT MARINE ENGINES

. . . are the world's best buys!

Model B, 60 h.p.

Model K, 95 h.p.

Model KL, 105 h.p.

Model KBL, 131 h.p.

Model M, 130 h.p.

Model ML, 145 h.p.

Model MBL, 158 h.p.

Model W, 160 h.p.

RUGGED Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

READ WHAT USERS SAY!



Perry Deakin

"For pleasure craft and commercial uses, no other marine engine can compare with a Chris-Craft!" writes Perry Deakin, Detroit, Mich., internationally known race official. "Chris-Craft engines have plenty of smooth power, are economical to operate and easy to maintain. And they're dependable with a capital 'D'. When I officiate at Harmsworth, Gold Cup and other big racing events, I use official committee boats powered with Chris-Craft Marine Engines. You can't beat 'em anywhere!"

Fishermen! Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for FREE catalog.

Chris-Craft

MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS

Built to go ANYWHERE —“The Wanderer”



Still sound and able after 19 years of hard service, *The Wanderer* now serves as floating laboratory and demonstration ship for The Sperry Gyroscope Company's marine instruments.

Building with an eye to the future, *The Wanderer's* designers chose corrosion-resisting MONEL® to prevent trouble where metal troubles usually start on shipboard.

Made of MONEL on *The Wanderer* are: 6½ in. dia. propeller shaft; rudder and rudder post; stationary rudder fair-water; galley trim and work surfaces; smoke hood; railing and stanchions; fuel and water tanks; all assembly bolts for keel, keelson, deadwood, and engine bed.



In 1950, when *The Wanderer* was overhauled, here's what an inspection of her MONEL equipment revealed:

1. Monel propeller shaft, after 19 years service, showed an unbelievably small amount of wear . . . only 0.037 in. on radius.
2. All underwater MONEL parts in excellent condition.
3. MONEL galley equipment and trim still bright and perfect.
4. MONEL fuel and water tanks perfect, with no sign of gumming or contamination.

The lesson is, of course, unmistakable. There's no better metal for safety and long service. In times of emergency, "seagoin'" Monel helps to keep 'em sailing.

Right now, of course—with metals in short supply because of America's national defense program—you may not be able to obtain all the Monel equipment you'd like to install. But we hope the time will soon come again when you'll be able to.

THE INTERNATIONAL NICKEL COMPANY, INC.
67 Wall Street, New York 5, N. Y.



Fish Landings

For Month of January

Hailing fares. Figure after name indicates number of trips.

GLOUCESTER

Alden (3)	14,000	Leretha (2)	241,000
American Eagle (2)	30,000	Linda II (1)	3,000
Anna Guarino (3)	6,500	Linda B. (2)	3,000
Anna Mae (1)	2,000	Little Flower (4)	15,000
Annie (4)	4,000	Lorine III (3)	43,500
Annie II (2)	3,000	Madame X (1)	500
Anthony & Josephine (3)	11,500	Madonna Di Trapani (4)	11,500
Ariel (1)	1,000	Malena II (2)	3,000
Avocet (3)	2,500	Margie L. (1)	1,000
Baby Rose (1)	122,000	Margie & Roy (2)	1,000
Barbara C. (2)	2,000	Maria Immaculata (4)	13,500
Benjamin C. (2)	420,000	Marie & Winifred (1)	35,000
Bernie & Bessie (2)	3,000	Marjorie (2)	16,000
B. Estelle Burke (2)	70,000	Mary (4)	6,500
Bethulia (3)	18,500	Mary E. (3)	10,500
California (2)	13,000	Mary & Josephine (2)	440,000
Capt. Drum (1)	1,000	Mary Rose (1)	120,000
Cara Cara (1)	140,000	Mary W. (1)	4,000
Carlo & Vince (3)	10,000	Nancy B. (1)	1,000
Catherine (3)	4,000	Nancy F. (4)	21,000
Catherine Amiraull (2)	367,000	No More (1)	1,500
Charlotte M. (1)	98,000	Novelty (4)	17,500
Chebeague (1)	1,000	Nyoda (4)	30,500
Cigar Joe (1)	1,000	Philip & Grace (1)	140,000
Conquest (1)	108,000	Phyllis & Mary (6)	27,500
Curlew (2)	332,000	Pilgrim (1)	138,000
Dartmouth (1)	30,000	Priscilla (4)	6,000
Dawn (4)	4,500	Puritan (1)	123,000
Dolphin (1)	125,000	R. Eugene Ashley (2)	63,000
Doris F. Amoro (2)	91,500	Rita B. (1)	85,000
Doris H. (1)	500	Roma II (2)	1,500
Eastern Point (4)	16,000	Ronald & Mary Jane (2)	302,000
Eleanor (2)	7,500	Rose & Lucy (2)	17,000
Eleanor Mae (2)	9,000	Rosemarie (2)	6,000
Emily Brown (1)	135,000	Rose Mary (3)	10,000
Estrella (1)	191,500	Rosie & Gracie (5)	45,500
Eva II (2)	1,000	Sacred Heart (6)	10,500
Evelyn G. Sears (1)	25,500	St. John (4)	5,000
Falcon (1)	4,000	St. Joseph (3)	21,000
Felicia (2)	465,000	St. Nicholas (1)	185,000
Florence & Lee (1)	138,000	St. Peter II (2)	315,000
Frances F. McPherson (2)	285,000	St. Providenza (5)	6,600
Golden Eagle (1)	140,000	Salvatore & Grace (4)	28,500
Hazel B. (1)	70,000	Santa Lucia (4)	15,500
Hilda Garston (1)	209,000	Santa Maria (3)	26,500
Hornet (2)	3,000	Sebastiana C. (5)	35,500
Ida & Joseph (1)	27,000	Seraphina II (3)	21,000
Irma Virginia (3)	5,500	Seraphina N. (4)	24,000
Jackie B. (6)	14,000	Skulligolee (1)	42,000
Jackson & Arthur (4)	4,700	Sunlight (2)	127,000
J. B. Junior (4)	11,500	Sylvester Whalen (2)	337,500
Johnny Baby (4)	3,500	The Albatross (2)	319,000
Joseph & Lucia (1)	113,000	Theresa M. Boudreau (1)	143,000
Julie Ann (1)	190,000	Viola D. (1)	5,500
Killarney (1)	170,000	We Three (1)	2,000
Kingfisher (2)	410,000	Wild Duck (2)	271,000

NEW BEDFORD

Adventurer (2)	29,600	June Bride (3)	19,500
Agda (1)	8,300	Junojaes (2)	37,000
Anna C. Perry (1)	1,300	Kelbarsam (1)	4,700
Arnold (2)	16,300	Liberty (2)	11,400
Arthur L. (3)	52,500	Louis A. Thebaud (2)	22,400
Austin W. (3)	35,400	Louise (2)	86,200
Barbara (3)	17,100	Madeline (1)	4,600
Barbara M. (2)	18,000	Maria-Julia (2)	15,000
Capt. Deebold (3)	30,100	Mary J. Hayes (2)	87,700
Carl Henry (2)	66,500	Mary & Joan (1)	32,500
Catherine T. (3)	107,000	Minnie V. (3)	22,600
Chas. E. Beckman (5)	38,900	Molly & Jane (2)	14,800
Connie F. (1)	12,000	Noreen (3)	108,300
Dauntless (2)	23,500	Pauline H. (3)	129,300
Edith (3)	27,500	Penguin (1)	11,000
Elva & Estelle (3)	34,500	Phyllis J. (2)	9,200
Etta K. (2)	10,700	Princess (2)	17,800
Eugene & Rose (3)	31,700	Rita Olive (1)	2,800
Eunice-Lillian (2)	53,800	Rosemarie V. (2)	19,400
Gannet (2)	66,400	St. Ann (3)	52,200
Gladys & Mary (3)	55,000	Santina (1)	4,100
Growler (3)	56,700	Sea Fox (1)	10,500
Harmony (3)	22,800	Shannon (2)	12,200
Helen B. (2)	6,500	Solveig J. (2)	63,100
Hope (2)	14,200	Sonya (2)	30,300
Huntington Sanford (1)	2,300	Southern Cross (1)	6,000
Invader (1)	2,400	Stanley B. Butler (3)	133,900
Vanhoe (2)	19,400	Three Pals (4)	15,700
Jacintha (2)	88,500	Venture 1st (3)	27,600
Janet Elise (3)	10,900	Victor Johnson (3)	40,000
Joan & Tom (1)	12,300	Viking (3)	85,200
Joan & Ursula (3)	53,700	Whaler (2)	66,000
Julia K. (2)	13,600		

Scallop Landings (Gallons)

Abram H. (2)	1,390	Lubenray (2)	1,875
Adele K. (1)	900	Malene & Marie (2)	1,975
Alpar (1)	856	Marie & Katherine (2)	1,220
Amelia (1)	1,080	Marmax (2)	2,015
Anastasia E. (1)	444	Mary Anne (2)	2,250
Antonina (1)	875	Mary Canas (2)	778
Antonio (1)	400	Mary E. D'Eon (3)	1,830
Bobby & Harvey (2)	1,975	Mary J. Landry (1)	528
Bright Star (2)	1,925	Mary & Julia (1)	850
Camden (2)	1,925	Mary R. Mullins (1)	500
Carol & Estelle (2)	2,100	Mary Tapper (2)	1,925
Charles S. Ashley (2)	1,894	Moonlight (2)	2,235
Charlotte (2)	700	Nancy Jane (2)	2,250
Christina J. (2)	1,695	Newfoundland (2)	2,250
Doris Gertrude (2)	1,950	Olive M. Williams (2)	610
Dorothy & Mary (2)	1,775	Palestine (1)	600
Eleanor & Elsie (2)	2,250	Pearl Harbor (1)	400
Elizabeth N. (2)	2,250	Pelican (1)	800
Fairhaven (2)	2,250	Porpoise (2)	2,250
Flamingo (2)	2,025	Red Start (2)	2,125
Fleetwing (2)	2,225	Ronald & Dorothy (2)	900
Irene & Mabel (2)	2,600	Sea Hawk (3)	1,832
Janet & Jean (2)	1,825	Sea Ranger (1)	1,125
Jerry & Jimmy (3)	3,050	Smylyn (1)	650
Josephine & Mary (2)	1,800	The Friars (1)	1,025
Kingfisher (2)	2,250	Ursula M. Norton (1)	1,050
Lainee K. (1)	250	Vivian Fay (1)	950
Liboria C. (2)	1,325	Wamsutta (2)	1,970
Linus S. Eldridge (2)	2,250	Wm. D. Eldridge (2)	2,250

BOSTON

Acme (10)	13,200	Mabel Mae (3)	224,200
Addie Mae (9)	12,500	Maine (3)	435,400
Adventure (3)	185,000	Margaret Marie (6)	12,900
Agatha & Patricia (4)	82,700	Maria Del S. (7)	6,000
Alphonso (6)	15,900	Maria Giuseppe (2)	12,200
Angie & Florence (2)	17,900	Marietta & Mary (1)	8,600
Annie & Josie (12)	24,200	Maria Stella (3)	146,100
Arlington (3)	356,200	Maria (2)	18,900
Assertive (2)	86,200	Mary & Jennie (8)	15,800
Atlantic (3)	234,700	M. C. Ballard (2)	185,900
Ave Maria (11)	18,800	Michael G. (8)	15,700
Barbara C. Angell (3)	213,000	Michigan (3)	325,000
Bay (2)	140,800	Nancy B. (2)	15,300
Bonnie (2)	254,800	Nancy F. (1)	17,500
Brighton (2)	135,500	Neptune (2)	141,200
Calm (2)	394,000	Ohio (2)	147,600
Cambridge (3)	391,700	Olympia (2)	25,500
Carmela Maria (5)	20,800	Pam Ann (2)	135,300
Carole June (3)	138,500	Phantom (3)	352,500
Catherine B. (5)	40,000	Pioneer (9)	18,900
Clipper (1)	52,500	Plymouth (2)	185,300
Crest (2)	436,300	Princess (7)	20,600
Diana C. (10)	24,200	Quincy (3)	255,200
Dorchester (3)	249,300	Racer (2)	278,200
Drift (2)	362,000	Red Jacket (2)	354,500
Eddie & Lulu M. (1)	900	Roma (8)	17,400
Elizabeth B. (1)	60,800	Rosie (6)	15,000
Esther M. (3)	257,000	Rush (3)	234,200
Famiglia (2)	12,100	Sacred Heart (9)	12,400
Flow (2)	172,800	St. Anna (1)	5,200
Flying Cloud (3)	339,900	St. Francis (3)	3,100
4-C-688 (1)	5,600	St. Michael (1)	3,300
4-G-370 (1)	4,600	San Antonio (4)	18,400
4-G-561 (2)	11,800	San Calogero (10)	29,600
4-G-673 (4)	21,800	Santa Rita (1)	7,700
4-R-630 (1)	5,800	Santa Rosalia (1)	4,700
Francesca (2)	11,100	Six Bros. II (2)	7,000
J. B. Junior (2)	180,500	Surge (2)	370,100
J. B. Junior II (1)	800	Texas (2)	179,700
Josephine F. (1)	2,700	Thomas Whalen (2)	191,100
Josephine P. II (2)	22,400	Triton (1)	95,400
Josie M. (6)	16,600	Virginia (2)	120,500
Leonard & Nancy (1)	29,300	Wave (2)	332,000
Little Joe (4)	19,500	Weymouth (3)	254,300
Little Nancy (3)	15,600	William J. O'Brien (3)	322,500
Little Sam (1)	3,500	Winchester (2)	245,300
Lucky Star (3)	240,600	Wisconsin (3)	412,500
Lynn (2)	144,100		

STONINGTON, CONN.

America (12)	41,800	Mandalay (7)	22,900
Baby II (3)	28,700	Marise (15)	31,300
Bette Ann (14)	61,800	Mary A. (13)	25,900
Betty Boop (9)	38,000	Mary H. (1)	800
Carl J. (15)	81,100	Mildred & Myra (2)	7,900
Carol & Dennis (3)	6,100	New England (3)	6,900
	127,000	Old Mystic (16)	98,500
Carolyn & Gary (16)	80,200	Our Gang (10)	7,000
Catherine (8)	48,900	Portugal (5)	4,700
Connie M. (7)	*7,600		*3,000
	4,000	Pvt. Frank Kessler (2)	6,000
Diana (1)	200	Ranger (4)	12,100
Eleanor (1)	1,300	Rita (3)	5,800
Fairweather (2)	3,200	Rose L. (2)	200
Five Sisters (3)	22,300	Russell S. (6)	18,100
Harold (11)	9,600	St. Peter (11)	8,000
Hope II (3)	58,800	Stormy Weather II (1)	800
Irene & Walter (17)	44,300	Theresa (6)	14,300
Jane Dore (12)	1,100	Vagabond (13)	30,600
Kwasind (4)	15,100	Weezy May (3)	1,500
Lindy (5)	7,000	William B. (22)	99,100
Lisboa (7)	*2,000	Wm. Chesebrough (9)	21,000
Little Chief (3)	3,100		

* Trash Fish



SMALL • POWERFUL • EASY-TO-USE

HUDSON AMERICAN'S SEAFARER II

A Multi-purpose Marine Radio Telephone

for medium size Yachts and Commercial Fleets

For its size, here's the most powerful marine radio telephone ever developed . . . small and compact (9" high, 15" wide, 9" deep), yet with a power output rated conservatively at 35 watts! The Seafarer has five easy-to-use channels: two Ship-to-Ship bands; one Coast Guard for emergency; and two Harbor Telephone Stations. Both transmitter and receiver are crystal-controlled to assure absolute on-frequency at all times—both switch to the desired frequency simultaneously!

There's a Hudson American model for every radio marine purpose. See your local dealer, or write for further information.



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A fish in the net's worth two in the sea!



Backed by over 50 years experience, Starr netting is your assurance of proven fish-getting performance, profit-producing results—it's your assurance of a happy fishing season because Starr Netting holds the catch.

STARR NETTING — STAR PERFORMANCE

A. M. STARR NET CO.

EAST HAMPTON CONN.

How much will your anchor hold, skipper?

Impartial tests again prove . . . "DANFORTH ANCHORS HOLD BEST"

A new series of tests on Danforth and other anchors has just been completed, with results shown in our new folder "TD" — ask for it! These tests, U. S. Navy and British Admiralty tests made before they adopted the Danforth anchor, and many other tests prove what tens of thousands of boat owners know: a DANFORTH ANCHOR holds best; a DANFORTH ANCHOR handles easiest. For safety and convenience, equip your boat with a DANFORTH ANCHOR now!

A DANFORTH COSTS LESS
Danforth Anchors cost only $\frac{1}{4}$ ¢ to 1¢ per pound of holding power. Others 5¢ to 24¢.



**DANFORTH
ANCHORS**
2137 Allston Way
Berkeley, Calif.

NEW YORK LANDINGS

Alvin T. Fuller (2)	84,500	Manuel F. Roderick (1)	59,000
Babe Seap (1)	30,000	Marion & Alice (2)	98,500
Beatrice & Ida (2)	42,500	Olivia Brown (3)	106,000
Catherine C. (2)	53,400	Positive (3)	120,000
Clipper (1)	65,000	Princess (1)	18,000
Edith L. Boudreau (3)	110,000	Raymonde (4)	188,300
Evelina M. Goulart (3)	104,800	Richard Lance (3)	26,900
Felicia (2)	90,000	Rosalie F. (2)	51,000
Florence B. (1)	8,000	S #31 (2)	58,800
Gloria F. (2)	11,000	Sally & Eileen (2)	32,000
Holy Family (2)	36,900	Sol (4)	90,500
Jenny (3)	16,500	Superior (1)	37,000
John G. Murley (2)	94,000	Susan (2)	44,000
Joseph S. Mattos (2)	79,000	Teresa & Jean (2)	87,900
Katie D. (3)	116,800	The Queen (1)	50,000
Lady of Good Voyage (3)	120,500	Thomas J. Carroll (1)	39,000
Magellan (2)	69,400	Tina B. (2)	118,000
Malvina B. (1)	1,000		

Scallop Landings (Gallons)

Bright Moon (2)	675	Peerless (1)	200
Buzz & Billy (2)	1,850	Rainbow (1)	650
Friendship (2)	1,050	Reid (2)	1,250
Gud Kay (1)	135	Rockaway Belle (1)	200
Mary Ellen (2)	610	St. Rita (2)	675
Midway (1)	450	Sunapee (2)	800
Muskegon (2)	900	Victoria (2)	1,140
New Dawn (2)	825	Whaling City (2)	1,700
Norseman (1)	880		

PORTLAND

Agnes & Elizabeth (3)	71,400	Mary W. (2)	10,500
Alice M. Doughty (3)	92,600	Nora Sawyer (2)	6,100
Althea (3)	64,900	Notre Dame (2)	77,500
Andarte (2)	14,700	Queen of Peace (1)	15,000
Araho (1)	77,200	Richard J. Nunan (3)	82,200
Carolyn & Priscilla (4)	63,000	St. Rosalie (1)	22,200
Clara Louise (1)	85,000	Sea King (4)	87,600
Elinor & Jean (5)	75,700	Silver Bay (3)	362,900
Ethel C. (1)	75,000	Theresa R. (3)	270,900
Ethelina (2)	61,400	Thomas D. (2)	105,600
Evzone (3)	73,300	Trinity (3)	71,900
Geraldine & Phyllis (2)	149,600	Vagabond (3)	128,200
Lawrence (1)	4,500	Vandal (2)	97,700
Lawrence Scola (2)	4,800	Vida E. (2)	7,100
Lilo (2)	3,100	Villanova (1)	30,000
Lucy Scola (2)	12,600	Willard Daggett (4)	32,100

Herring Market Expansion

(Continued from page 18)

factor was the temperature of the water in which the herring was caught. Attention was called to the fact that Reay and Shewan stated that Scotch herring keep only 32 hours in ice, but this was concluded after very rigid tests, where the herring was used fresh.

Most delegates felt that it is very important to keep the temperature of the fresh herring as low as possible above freezing. Reference was given to Canadian experiments, which had shown that cod keeps twice as long at 31°F. as at 33°F. Dr. Sigurdsson, Iceland, felt that the difference would be about the same for herring. Mr. Notevarp, Norway, mentioned that he had not found any appreciable difference in experiments with large herring.

Dr. Ettrup Petersen of Denmark described how Danish fishing vessels were insulated with 4" of cork and equipped with mechanical refrigeration. A separate engine is provided for the compressor making this independent of the main engine. The cost of such an installation is about 8 per cent of the value of the vessel. It was mentioned that about 2/3 of the quantity of ice normally used could be saved.

Mr. Davis, U.S.A., described experiments in connection with the pilchard fisheries in California. Here, attempts were made to store the pilchard in refrigerated brine. Where no refrigeration was used, the pilchard could not be used later than about 4 hours after landing, i.e. about 16 hours after they were taken aboard. It was expected that refrigeration with brine would prolong this period considerably.

A part of the discussion centered around the use of formaldehyde and similar products for the preservation of the raw material. Mr. Crowther of the United States, mentioned that in 1936, he had carried out considerable experiments with this product in Boston, Mass. Attempts were made to use the product for preservation in the holds of the boats. This, however, had been only partly successful. For instance, it had been difficult to make the holds of the boats sufficiently tight. On the other hand, formaldehyde could prevent oxidation if the fish was completely submerged in the liquid.

B.F. Goodrich Cutless Bearings

For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

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Lucian Q. Moffitt, Inc.
AKRON 8, OHIO

Engineers and National Distributors

Maryland Packers' Group Seeks To Increase Oyster Yield

A group of about 50 people representing nearly every seafood packing establishment in the State met in Salisbury last month and formed the Chesapeake Seafood Packers Association, which has as its purpose the bettering of the entire seafood industry. The group plans to help obtain increased production of oysters, unite on legislative programs and endeavor to stabilize a somewhat fluctuating industry.

A committee was appointed to confer with Gov. McKel-din for the purpose of having more shells and seed oysters planted on the natural rocks and bars of the State. The committee will ask for at least \$250,000 for this purpose as against \$100,000 spent last year.

A committee also was named to offer suggestions for amendments to the Food and Drug Administration regulations.

J. Loren Sterling of the Milbourne Oyster Co. of Crisfield was elected president of the newly organized Association. Other officers elected were four vice presidents: George T. Harrison of Tilghman's, Samuel Bevans and Raymond Wentworth of Baltimore; and Warren Denton of Broome's Island. Richard Webster, Deal Island, is treasurer; and Edmund Nelson, Cambridge, secretary.

Cooperative Begins Planting Oyster Shells

The Smith's Island Oyster Cooperative has started work planting shells on some 900 acres of oyster bottoms in Tangier Sound and Chesapeake Bay which the Co-op leased from the State of Maryland. The shells are from the shucking houses on the Island, and amount to between five and ten thousand bushels.

Ten boats are engaged in transporting the shells from the Island to the leased bottoms, and the planting is being done under the supervision of experienced watermen. Members of the Cooperative plan to purchase about fifty thousand more bushels of shells and plant them on the leased bottoms.

Wants Crab Season Extended

J. Ellis Tawes plans to introduce a bill in the House of Delegates to lengthen the crab season by allowing it to run from April 1 to November 30. At the present time the season runs from May 1 to October 31, with the Dept. of Tidewater Fisheries having the power to extend or shorten the season at its discretion.

New Fisheries Head

Arthur H. Brice was sworn in last month as chairman of the Tidewater Fisheries Commission. The appointment of Brice as chairman of the Commission marks the second time that a Kent County man has headed this group.

Mr. Brice's term begins immediately and he will serve until 1955.

School Boys Raising Oysters

Some 20 Calvert County boys are learning scientific methods of management and conservation in the planting and harvesting of oysters.

From two beds on which they planted seed oysters two and a half years ago, the boys harvested for the Thanksgiving trade an estimated 2,850 bushels.

After paying back the Tidewater Fisheries Dept. for the seed, investing in more seed, and putting a percentage of the take into class projects, the boys figured they cleared about \$40 each.

Bill to Inspect Crabmeat Plants

A bill was introduced in the Maryland Legislature on January 17 which would require the State Board of Health to inspect and license all plants engaged in the picking and processing of crabmeat.

Sponsored by Delegate Howard E. Ankeney, the measure proposes the establishment of Statewide standards, with which out-of-State products also would have to comply.

Get Roomy, Bone-Dry Comfort



RUFF-N-TUFF EUREKA SUIT

(left) of cold GR-S Rubber has 30" Jacket. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. Overalls with bib front and elastic suspenders, have cut-off strips.

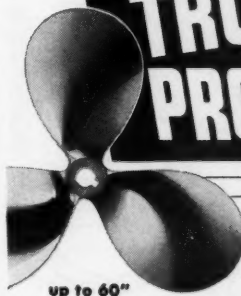
PEERLESS SUIT

(right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. Overalls have waist-tie cords; bib front; webbing suspenders.

HIGH VISIBILITY YELLOW also available

UNITED STATES RUBBER COMPANY
Rockefeller Center, New York City

FEDERAL TRU-PITCH PROPELLERS



up to 60"

SWEETHEARTS of the COMMERCIAL FLEET

Built with perfect precision to eliminate vibration — from heavier than average patterns to withstand hard knocks, and cast from the toughest corrosion-resisting metal you have ever encountered. Next time you need a propeller try one of these sweet-running, long-lasting, money-saving wheels.

GRAND RAPIDS 3, MICHIGAN

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It's Here! The New FATHOMETER® CADET

Especially
Designed for Small
Fishing Vessels



Enables All Boat Owners Get Greater Catches at LOW COST

Now fishing boat owners can enjoy all the advantages of a Fathometer at a price they can afford with the new FATHOMETER CADET. Shows the water's depth beneath the keel . . . warns of hidden reefs, shallows and other hazards. Range is 1 to

160 feet. Its high sounding rate of 900 per minute gives perfect bottom definition and shows schools of fish—even individual tuna . . . helps you increase your catch. All marine products are available on convenient terms. Write for particulars today.

IT ISN'T A FATHOMETER IF IT ISN'T SUB. SIG.

SUBMARINE SIGNAL DIVISION
RAYTHEON MANUFACTURING COMPANY
DEPT. 6460-A, WALTHAM 54, MASSACHUSETTS

PFLUEGER HOOKS Built Right to Stay Right

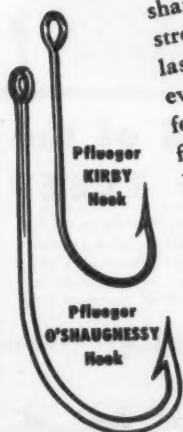
Sharp points—
sharp barbs—
strong steel—long
lasting finish. You get
every feature wanted
for hooking and holding
fish when you ask for Pflueger
Hooks. Made from over 80
years experience.

Ask your supplier

THE ENTERPRISE MFG. CO.
AKRON, OHIO

PFLUEGER
(Pronounced FLEW-GER)

A GREAT NAME IN TACKLE



New Bedford Fish and Shellfish Catch Sets New Record

The port of New Bedford placed seventh in the nation in total fish landings in 1950 and probably ranked fourth in total value of the catch, according to preliminary data compiled by the Fish & Wildlife Service. The New Bedford catch, which set a new record, was estimated at 116,000,000 lbs., with estimated value of \$11,200,000.

The value for 1950 exceeded the 1949 figure by \$1,647,637, but was lower than in 1948 and 1946 despite generally higher prices. The record landings failed to produce a record valuation primarily because 56,506,400 lbs., nearly half of the total landings, consisted of trash fish. Increased conversion of small craft to trash fishing resulted in curtailed landings of yellowtail, New Bedford's most important fish.

Production of sea scallops reached an all-time high in both poundage and valuation in 1950. Landings totalled 11,970,400 lbs., valued at \$5,484,753, an increase of nearly \$1,000,000 over 1949. The average price was 45.81c per pound, 9c more than the previous year.

Topping 25,000,000 lbs. in 1948, yellowtail landings dropped to 19,666,000 lbs. in 1949 and totalled only 14,059,150 lbs. in 1950. Production of scrod, haddock, cod and blackback flounder showed notable increases last year, and landings of other species remained substantially the same as in 1949.

Feener Elected Port Agent

George E. Feener of Fairhaven, former New Bedford port delegate for the Atlantic Fishermen's Union, has been elected port agent of the 1,100-member local branch of the organization. Mr. Feener defeated Leo L. Barrett, who was seeking his fourth consecutive term as port agent. Elected to the post of delegate, vacated by Mr. Feener, was Ole Lund, crew member of the dragger Viking.

"Vivian Fay" Lands First Trip

The new 76' scallop dragger *Vivian Fay*, which was launched by Bristol Yacht Building Co., South Bristol, Me., on Dec. 21, joined the New Bedford fleet in January. She landed her maiden trip of 950 gallons of scallops on the 29th of the month.

The vessel is owned by Kistenbaum & Shonfeld of New York City, and is skippered by Capt. Haakon Eilertson of Lakeville, Mass. who is part owner.

Power for the new craft is supplied by a 6 cylinder, 225 hp., 600 rpm. Wolverine Diesel with 2:1 Snow-Nabstedt reduction gear, swinging a 58 x 38 propeller. Hathaway Machinery Co. furnished the dragger with 5" bronze shaft, flax packed stern bearing and stuffing box, reduction gear steerer and the new model Hathaway 1335-50 winch with 20" drums which wind 430 fm. of 5/8" wire.

Edson Moves to New Bedford

The Edson Corp., formerly located in South Boston, has moved its headquarters to 141 Front St., New Bedford, Mass. Improved facilities convenient to the waterfront, are provided by the new location. The firm's equipment for manufacturing and servicing has been augmented by the machine shop of the Carreiro & Lagesse organization which is located in the same building.

Established in 1859 by Jacob Edson, the Edson concern always has specialized in serving the marine field in the manufacture of steering wheels, steering gear equipment and bilge pumps, and has equipped many vessels in the fishing fleet.

Edson also is New England distributor of Sterling engines and is a dealer for Lathrop Engine Co. J. William Wickwire is president of Edson, and Avery C. Small is vice president and general manager.

NETS • RAKES • TONGS

Codfish Gear Bait Netting Wire Baskets
Rope Lobster Pot Heading Twine Corks

LARGE STOCK

Prompt, intelligent, personal attention to your order

W. A. AUGUR, Inc.

35 Fulton Street New York 7, N. Y.
BEekman 3-0857

"Pair" Fishing

(Continued from page 16)

number of countries, a Spanish "pair" after a 20-day cruise frequently brought back catches of 80-100 metric tons but, at present, "pairs" fishing off nearby shores only expect to bring back a minimum of 30 metric tons.

Among the species of fish commonly caught by "pairs" in the European waters are hake, bream, sole (not the American genus, but a valuable food fish which attains a length of 2' or more), and rouget, as well as the red mullet. The "pair" vessels do not fish for herring.

Crews of the Ships

Each ship of a "pair" customarily has a crew of 13, with a full complement consisting of a captain, sailing master, machinist, boatswain, 3 oilers, and 6 deckhands.

Each vessel of the "pairs" has a sailing master, one of whom is subordinate to the other. They tell the captain where to take the vessels and have entire charge of and responsibility for the fishing operations, just as the captain has charge of the actual sailing of the vessels. The handling of fish and nets is done by the deckhands.

In Spain the terms of work are controlled by government regulation. Wages are composed of a fixed salary and a share in the profits. A deckhand, for example, receives an average of approximately \$28 a month and a bonus calculated on the value of the catch.

There is a certain amount of variation between different owners, but generally 14% of the profits of each trip is divided between the crew, of which the captain receives some 2%, the fishing masters 5%, and the balance of the crew the remaining 7%.

Warren Gleason

Warren Gleason, editor of Southern Fisherman, New Orleans, La., died suddenly on January 11 in New York City, where he had come to attend the National Motor Boat Show.

Mr. Gleason was well known in the fishing industry, having served in his editorial post for 10 years. He championed the best interests of the fisheries, and was respected for his viewpoints on industry problems.

He was a native of Gardner, Mass., and served as a Captain in the Army with the United States garrison forces in the Philippines after World War I. Survivors are his widow, son and sister.

BLUDWORTH MARINE

PRECISION makes the difference

Only a precision-built Direction Finder can assure accurate bearings.

Because of its accuracy this is the fisherman's most valuable instrument.

• Exclusive **BLUDWORTH** "Nuldikator" provides visual nulls for pin-point accuracy.

Among the finest in the field, the Bludworth MARINE ARROW is precision-built

Writer: **BLUDWORTH MARINE**
92 Gold St., New York 7, N. Y.

Some Dealerships still available!

MFRS. OF PRECISION ELECTRONIC EQUIPMENT FOR 25 YEARS

Let the Roll of
CLEAN **Your Boat**
the BILGE

**NO SCRUBBING
NO SCRAPING**

SAVES TIME AND LABOR

A few ounces of **AUTOMATIC BILGE CLEANER** added to the bilge water, plus the rolling motion of your boat, does a better job than the whole crew put together—and does it **AUTOMATICALLY!** Reaches and cleans where **NOTHING ELSE** can!

NO WORK TO IT

All you do is pump the bilge, and out go all seasickening odors, all fish slime and scum, all gasoline and diesel oil. The bilge is clean as a whistle, quick as a wink! Leaves no oil slick on the water. Reduces danger of fire and explosion by mixing floating gas and oil with the water.

USE IT FOR ALL TOUGH JOBS

If you have a really tough deck cleaning problem—try **AUTOMATIC BILGE CLEANER!** Makes short work of fish gurry, grease, oil and gull droppings. Non-caustic. Harmless to paint, woodwork and fittings, even your hands.

FREE TRIAL—Send No Money

SPECIAL OFFER: order four one-quart cans, regularly \$2 each, at the gallon price of \$7.50 C.O.D. plus postage, or send check and we pay postage. Use only 4 ounces for every 35 feet of boat length—if it doesn't beat anything you've ever used, return what's left and get your \$7.50 right back!

SUDBURY LABORATORY, BOX 568, South Sudbury, Mass.
Dealers: Write for Introductory Offer!

Automatic **BILGE CLEANER**

SCALLOP GEAR and PROPELLER FOR SALE

GEAR FROM "VILLANOVA" 2 complete scallop drags, 12'; 2 steel booms, 24'; 3 coils sash cord; 7 wire baskets; 700 lbs. 3/16 by 3 rings; 135 lbs. 3/16 by 3 dredge links; 75 lbs. small metal clamps. \$1000 complete, f.o.b. Rockland.

RECONDITIONED PROPELLER 3-blade Columbian, 48 by 34, standard 4 1/2" bore. Like new. \$250 crated, f.o.b. Portland.

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7" Reduced Card Compass In Bracket
An Offshore Compass for Offshore Boats
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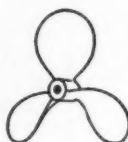
EXPERT RECONDITIONING ON PROPELLERS OF ALL SIZES

PRECISION EQUIPMENT and expert workmen insure an accurate repair job. We guarantee our work. Estimates gladly furnished. Send your damaged propeller to us for free inspection and report.



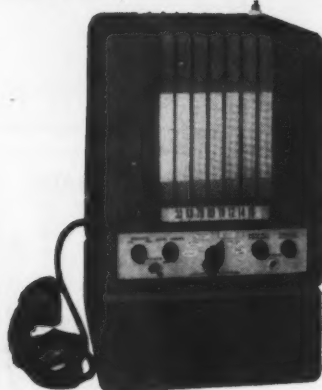
WE MANUFACTURE PROPELLERS
52" DIAMETER AND LARGER

HYDE
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HYDE WINDLASS COMPANY, Bath, Maine

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FATHOMETER® Jr. indicates the water's depth beneath your keel. Helps you protect your boat and passengers. *It isn't a Fathometer if it isn't Sub Sig.*

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SUBMARINE SIGNAL DIVISION

RAYTHEON MANUFACTURING COMPANY
DEPT. 6460-A, WALTHAM 54, MASSACHUSETTS

Vineyard Bailings

By J. C. Allen

Progress afloat, during the first month of the glad New Year, has been reminiscent of the head-winds and fouled bottoms of sailing days. It has been a month of peculiar things, taking the survey full and by; perhaps the most unusual January ever seen in these bearings. Because, alongshore, there have been but a few hours, and that's literal, when anyone would have guessed that it was mid-Winter. The off-shore fleet has reported wind and swell, but alongshore there have been prevailing calms and moderate weather for the most part, with high temperatures, except for a couple of very brief intervals when the zero mark was hit. But even then it remained cold for such a short time that no ice was made worth mentioning.

Bait, in the usual varieties, sand-eels, silver-sides and all kinds of fry, has schooled alongshore practically every tide, and many's the day when the falling tide left wind-rows of the critters stranded. Not in many a year has anything like this been seen, even in mid-Summer, and it ought to mean more fish.

The pollock that thrashed the whole Sound to lather for weeks and weeks after all tradition said that they should have gone into Winter quarters, hung around until a real cold snap occurred, and then disappeared as all hands expected. But the cod have not yet left the shoal water and now, with Spring coming up, it doesn't seem likely that they will go at all.

Great schools of English herring have moved alongshore, finning and feathering over acres of water, as if it were mid-Summer, to the amazement of all hands who have never before seen this happen in Winter.

Along about the middle of the month some of the gang tried trash-fishing, but things didn't break too hot. Faced with a damned empty-appearing ocean, they began to talk, and the talk was not good to hear. It was about a year ago that some of our gang became interested in trash-fishing, and reckoned that it was the answer to prayer and so-on. Well, they left a man or two ashore, didn't buy any ice, and in such manner made a dollar, which was fine.

But now they begin to talk about what actually happened. They say that the twine came in sagging full of flounders, running no more than four inches long. Jammed to hell-and-gone they were, of course; and might better have been made into chicken feed than hove overboard, so the gang landed 'em.

Interest increases in the shell-fisheries hereabouts. We have predicted that the future would see this, and also a trend toward spending more money for planting and protection. It's coming. We have heard some talk about 200,000 dollars worth of shell-fish taken in one small town already this Winter, with six weeks more to go, and the boys still getting their daily limit.

Now, with the time for annual town meetings approaching, there is a move to increase shell-fish beds, and to improve existing ones in three towns, two of them affecting scallops and quahaugs, and the third one, oysters.

Looking ahead to Spring, it would be a bold man who would attempt to predict anything. Twenty-five years ago, if mackerel had been running off Jersey, all hands would have been in a sweat to get their nets ready to set early. Twenty-five years ago, if the mackerel had hit here around the first of May, the expectation would have been that they would run, by spells, until Fall. This year of our Lord, they seem much more likely to strike on locally before the first of May. A year ago the mackerel didn't stop at all. They went through as if the devil was on their tails, and some of the lucky ones got a day's fishing; that was all.

By all the rules of theory, there should be wonderful hand-line fishing this season. If it turns out to be the best in 50 years, we will not be surprised.

Canadian Report

By C. A. Dixon

Although sardine herring production in the first month of this year was very small as compared to the same period in other years, fishermen were encouraged when \$20 a hogshead was paid at Grand Manan, in the Seal Cove area. Last Summer sardines brought anywhere from \$5 to \$12 a hogshead, chiefly the former price when sold for purposes other than canning, and around an average of \$8 for fish packed. Late in the Fall the price was advanced somewhat. It is generally conceded, however, that anything less than \$20 a hogshead does not pay a profit.

There is an existing shortage in the Canadian sardine pack which cannot be made up even though the factories are kept running steadily. The outlook for the 1951 packing season is bright, and it is expected that fish of proper size for canning will strike before long. Last year the fish were oversize almost the entire Summer, but smaller fish in lesser quantities were taken late in the Fall in the St. Andrew's Bay area.

Some Scallops at a Profit

February usually is a pretty dull month in southern New Brunswick fishing areas unless sardines happen to strike, or scallops become more productive as the Winter passes. Some are making a profit out of scalloping, and more boats have been trying out the work, but the fleet is much smaller than it used to be at this time of year, boats being confined chiefly to Deer Island and Grand Manan.

High Tides Cause Damage

During January high tides broke up the ice in the Miramichi Bay region, and caused great loss to the smelt fishermen, especially in the Tabusintac and Lower New-castle areas where the total loss was estimated at \$200,000. Neguac fishermen lost 800 nets. The damage was confined to nets set along the north shore of the Bay. On the south side, most of the nets had been tied by fishermen in such a manner that when the ropes broke the nets sank to the bottom and later were salvaged. At Buctouche it was believed that 100 nets were lost, 40 at Cocagne.

Seal Oil Findings

Considerable interest is being taken in the Maritime Provinces and Newfoundland in the reported findings of the Fisheries Research Board of Canada as applied to seal oil. The scientists have found that, among other things, seal oil can be substituted for vegetable oil in the manufacture of margarine and shortening. They also say it can be used as a canning oil, and that soap can be manufactured from it. As a result of the findings it is prophesied that more extensive seal hunting will take place.

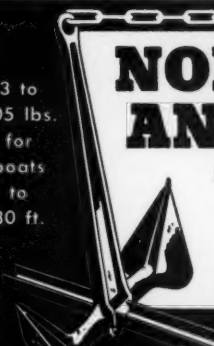
Smelt Prices Low, Catch is Large

At the beginning of the New Year smelt prices reached a new low of from 13 to 14 cents a pound, as compared to 20 cents in November of last year. Continued mild weather was blamed for the four or five cent drop in the U. S. markets, according to Ferdinand LeBlanc, Cape Bald, N. B., exporter. Mr. LeBlanc said, however, that because of the larger catch, the fishermen made more money this season than last.

More Draggars in Demand

Indicative of the growing use of draggars in New Brunswick, is the statement made at the Annual East Coast Fisheries Conference, held in Charlottetown Jan. 23rd, by the Province's director of fisheries, H. G. Robichaud, that the demand for draggars had resulted in 62 applications being made for the boats.

At the conference, John Martin, of Montreal, suggested that the industry set aside 8 cents per hundred-weight on processed fish for advertising purposes.



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3 to 105 lbs. for boats to 80 ft.

SAFE...they hold fast in any blow
EASY...to break out.
 Can't bury themselves
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Commercial Fishing Boats

New Construction and Repairs

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LIBERTY DRY DOCK, INC.

FOOT OF QUAY STREET

BROOKLYN, N. Y.

SELECTED QUALITY

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DEEP SEA
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No order too large or too small, from a carton to a carload
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International Fish Co., 111 Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers

ANCHORS

- *Danforth Anchors, 2121 Allston Way, Berkeley, Calif.
- *Northhill Co., Inc., Los Angeles 45, Calif.

BATTERIES—Storage

- Atlantic Battery Co., 59 Prentiss St., Boston 20, Mass.
- "Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
- *Surrette Storage Battery Co., Salem, Mass.

BOILERS—Heating & Burners

- Elisha Webb & Son Co., 138 S. Front St., Philadelphia 6, Pa.

BOOTS

- *United States Rubber Co., Rockefeller Center, New York, N. Y.

CANS

- Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLOTHING

- J. F. Carter Co., Beverly, Mass.
- *United States Rubber Co., Rockefeller Center, New York, N. Y.

COLD STORAGE

- Quaker City Cold Storage Co., Philadelphia, Pa.

COMPASSES

- John E. Hand & Sons Co., 243 Chestnut St., Philadelphia 6, Pa.
- *E. S. Ritchie & Sons, Inc., 112 Cypress St., Brookline, Mass.
- Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.
- *Wilfrid O. White & Sons, Inc., 216 High St., Boston 10, Mass.

CORDAGE

- American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
- *Columbian Rope Co., Auburn, N. Y.
- The Edwin H. Fittler Co., Philadelphia 24, Pa.
- New Bedford Cordage Co., 131 Court St., New Bedford, Mass.
- Tubbs Cordage Co., San Francisco, Calif.

DEPTH FINDERS

- Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.
- *Bludworth Marine, 92 Gold St., New York 7, N. Y.
- Kaar Engineering Co., Palo Alto, Calif.
- *Submarine Signal Division, Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.
- *Wilfrid O. White & Sons, Inc., 216 High St., Boston 10, Mass.

DIRECTION FINDERS

- *Bludworth Marine, 92 Gold St., New York 7, N. Y.
- Kaar Engineering Co., Palo Alto, Calif.
- *Submarine Signal Division, Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

ENGINE CONTROLS

- Westinghouse Air Brake Co., Wilmerding, Pa.

ENGINES—Diesel

- *The Buda Co., Harvey, Ill.
- Caterpillar Tractor Co., Peoria, Ill.
- Cooper-Bessemer Corp., Mount Vernon, O.
- Cummins Engine Co., Columbus, Ind.
- Cummins Diesel Engines of New England, Inc., 18 Hurley St., Cambridge 41, Mass.
- Cummins Diesel Sales and Service of New York, Inc., 1030-1044 Leggett Ave., New York 55, N. Y.

- Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

- *The Edson Corp., 43 D St., South Boston, Mass.

- Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, Calif.
- Fairbanks, Morse & Co., Chicago, Ill.
- Flagship Engine Co., Lynch Cove, Baltimore 22, Md.
- Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

- *P&H Diesel Engine Division, Harnischfeger Corp., 100 Lake St., Port Washington, Wis.

- The Lathrop Engine Co., Mystic, Conn.

- *Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.

- *Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

- *The National Supply Co., Engine Division, Springfield, Ohio.

- *Nordberg Mfg. Co., Lincoln Bldg., 60 East 42nd St., New York 17, N. Y.

- The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.

- *H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

- *Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.

- Red Wing Motor Co., Red Wing, Minn.

- Scripps Motor Co., 5817 Lincoln Ave., Detroit 8, Mich.

- Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.

- Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

ENGINES—Gasoline

- *Chris-Craft, Marine Engine Div., Algonac, Mich.

- Chrysler Corp., 12211 East Jefferson, Detroit, Mich.

- Flagship Engine Co., Lynch Cove, Baltimore 22, Md.

- Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

- The Lathrop Engine Co., Mystic, Conn.

- *Nordberg Mfg. Co., Lincoln Bldg., 60 East 42nd St., New York 17, N. Y.

- The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.

- Red Wing Motor Co., Red Wing, Minn.

- Scripps Motor Co., 5817 Lincoln Ave., Detroit 8, Mich.

- *Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

FISHING GEAR

- *F. J. O'Hara Trawling Co., 211 Northern Ave., Boston 10, Mass.

- *Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH MEAL MACHINERY

- Enterprise Engine & Machinery Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

FLOATS

- New England Fishing Gear Co., 301 Eastern Ave., Chelsea, Mass.

- J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

GENERATING SETS

- *The Buda Co., Harvey, Ill.

- Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan

- *Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.

- D. W. Onan & Sons, Inc., University Ave., S.E., Minneapolis 14, Minn.

- *Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

GENERATORS

- The Imperial Electric Co., Akron, Ohio.
- D. W. Onan & Sons, Inc., University Ave., S.E., Minneapolis 14, Minn.

HOOKS

- Bill DeWitt Div., Hook Mfrs., Auburn, N. Y.
- O. Mustad & Son, Oslo, Norway.
- *"Päueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

ICE BREAKERS

- Gifford-Wood, Hudson, N. Y.

LORAN

- *Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
- Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

NETS

- *W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
- *Brownell & Co., Inc., Moodus, Conn.
- R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
- The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.
- *The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
- Joseph F. Shea, Inc., East Haddam, Conn.
- *A. M. Starr Net Co., East Hampton, Conn.

OIL—Lubricating

- *Esso Standard Oil Co., 26 Broadway, New York 4, N. Y.
- *Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.
- *Socony-Vacuum Oil Co., Inc., Marine Sale Dept., 26 Broadway, New York 4, N. Y.

OIL—Penetrating

- Advanced Marine Products Corp., 211 Northern Ave., Boston 10, Mass.

PAINTS

- Henderson & Johnson, Inc., Gloucester, Mass.
- International Paint Co., Inc., 21 West St., New York, N. Y.
- George Kirby, Jr. Paint Co., 14 Wall St., New Bedford, Mass.
- Pettit Paint Co., Belleville, N. J.
- Pittsburgh Plate Glass Co., Pittsburgh, Pa.
- Tarr & Wonson, Ltd., Gloucester, Mass.
- C. A. Woolsey Paint & Color Co., Inc., 229 East 42nd St., New York 17, N. Y.

POWER TAKE-OFFS

- Albina Engine & Machine Wks., 2100 N. Albina Ave., Portland, Oregon

PROPELLERS

- *Columbian Bronze Corp., Freeport, N. Y.
- *Federal Propellers, Grand Rapids, Mich.
- F. Ferguson & Son, 1132 Clinton St., Hoboken, N. J.
- *Hyde Windlass Co., Bath, Me.
- Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS

- *The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

PUMPS

- *The Edson Corp., 49 D St., South Boston, Mass.
- Marine Products Co., 515 Lycaete Ave., Detroit 14, Mich.

RADAR

- *Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

RADIO RECEIVERS

National Company, 61 Sherman St., Malden, Mass.

RADIO TELEPHONES

*Hudson American Corp., 25 West 43rd St., New York 18, N. Y.

Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.

Kaar Engineering Co., Palo Alto, Calif.

*Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

RANGES-Galley

"Shipmate": Stamford Foundry Co., Stamford, Conn.

"WebbperfectionN" Elisha Webb & Son Co., 138 S. Front St., Philadelphia 6, Pa.

REDUCTION GEARS

Auto Engine Works, Inc., 333 A. North Hamline Ave., St. Paul, Minn.

*Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.

Western Gear Works, 2600 E. Imperial Highway, Lynwood, Calif.

RUST PREVENTIVE

*Sudbury Laboratory, Box 780, South Sudbury, Mass.

SEAM COMPOUNDS

Standard Dry Wall Products, Box X, New Eagle, Pa.

SHIPBUILDERS

Bethlehem Steel Co., Shipbuilding Division, East Boston 28, Mass.

Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.

Diesel Engine Sales Co., Inc., St. Augustine, Fla.

*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.

*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

SILENCERS

John T. Love Welding Co., 31 Wharf St., Gloucester, Mass.

The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.

STEERING GEAR

*The Edson Corp., 49-51 D St., South Boston, Mass.

Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS

*"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.

Hathaway Machinery Co., New Bedford, Mass.

VOLTAGE REGULATORS

Wharf Machine & Electric Co., Inc., Fish Pier Road, Boston 10, Mass.

WHISTLES

Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

WINCHES

Bodine & Dill (formerly Hettinger Engine Co.), Bridgeton, N. J.

Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.

Hathaway Machinery Co., New Bedford, Mass.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

WIRE ROPE

American Steel & Wire Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio

Bethlehem Steel Co., Bethlehem, Pa.

John A. Roebling's Sons Co., Trenton 2, N. J.

*Wickwire Spencer Steel Division, Palmer, Mass.

Sounding-Lead

(Continued from page 9)

TRASH FISH CATCH

Landings of fish for reduction and animal food during 1950 at the principal New England ports, including Boston, Gloucester, New Bedford, Provincetown and Cape Cod, Mass., Point Judith, R. I., and Stonington, Conn., totalled 88,952,300 lbs., a gain of 20% over 1949.

New Bedford with landings of 56,298,400 lbs. as compared to 44,115,000 lbs. in 1949, accounted for more than half of the entire yield. Second position was taken by Gloucester, with 13,726,600 lbs., or almost a million lbs. less than in the previous year. Boston's production was 393,150 lbs., whereas last year trash fish landings at that port were nil.

FILLET IMPORTS

Imports of fresh and frozen cod, haddock, hake, pollock, cusk, and redfish fillets during 1950 amounted to 66,618,000 lbs.—39% more than received during 1949. Canada shipped 77% of the fillets received during 1950; Iceland, 19%; and Norway, 3%.

Iceland supplied 12,529,000 lbs., against 4,859,000 lbs. in 1949; Norway, 2,080,000 lbs., compared to 438,000 lbs. in the previous year; and Canada, 51,067,000 against 42,459,000 the year before.

BOAT INSPECTION

Congressman Donald Nicholson of New Bedford, Mass., has introduced a far-reaching fishing vessel inspection bill, HR 1762, which has been referred to the Committee on Merchant Marine and Fisheries. The bill spells out specifically the type of devices and equipment which each fishing vessel must carry. Fishing vessels are defined as including every commercial fishing vessel of over 15 gross tons, propelled in whole or in part by machinery, and while engaged in such commercial fishing operations outside the line dividing the high seas from the inland waters. It calls for an inspection at least once a year by U. S. Coast Guard inspectors, and also that each fishing vessel shall be hauled out on a slip or drydocked at least once a year.

RUSSIAN CRABMEAT

The United States on January 26

banned the imports of Russian crabmeat on the ground it is produced by use of forced, convict and indentured labor. It was the first time any Russian product has been barred from this country since Russia was given diplomatic recognition in 1933.

American crabmeat packers, backed up by some members of Congress, long have protested that Russia was dumping crabmeat in the U. S. at prices American producers could not meet. Their protests had been under consideration at the Treasury Dept. for many months.

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CLASSIFIED ADVERTISING

Rates: \$1.00 per line, \$5.00 minimum charge. Count 9 words to a line. Closing date, 25th of month. Atlantic Fisherman, Goffstown, N. H.

MARINE BARGAINS

Party or work boat 43' x 12' x 3', built in Maine 1950, fully equipped for 50 passengers, 125 hp. Pontiac 8 cylinder engine, fresh water cooled and with reduction gear new 1950. Asking \$7,250. Want offer.

Flush deck fish boat, pilot house forward. Built in Maine 1931, good condition. 43.5' x 10'6" x 4', 6-121 Gray, new '48, used very little. 2:1 red. gear. Asking \$3,250. Want offer.

Party or seine boat built in Vinalhaven, Me. 1948. 40'6" x 11' x 3'6", trunk and shelter, sleeps 2, room for 4. Galley toilet and long s.b. cockpit. Heavy construction and material, Chrysler powered, cruises 14 miles, asking \$8,000. Try offer.

Draggers 30' to 120', steel or wood. Write us as to your requirements. Our 25 years experience is offered you when buying or selling—no sale, no cost. Knox Marine Exchange, Camden, Maine.

OYSTER BOATS FOR SALE

Two oyster boats, *Emily Mansfield* and *Xray*. Boats are dredging daily.

Emily Mansfield, hull rebuilt in 1929, 76' x 20' x 6.8'. Late model 140 hp. Wolverine motor. Price \$18,000.

Xray, 55.7' x 16.4' x 5.6', powered by GM 6-71 nearly new. Price \$8,000.

Brokers protected. The F. Mansfield & Sons Co., 610 Quinipiac Ave., New Haven 13, Conn.

RADIOTELEPHONE FOR SALE

RCA ET-8037, 30-watt, brand new, never installed, with most crystals. 12 volt, but can easily be changed to 32 volts. Lists about \$850. First \$650. R. T. Lober, 55 Garden Road, Scarsdale, N. Y.

BOATS FOR SALE

Some exceptionally good draggers, 50'-80', fully equipped, at reasonable prices.

65' x 19' x 7.9' dragger, built Maine 1938 of heavy construction. 171 Buda, new 1948. Complete electronic and dragging gear. Ices 100,000 lbs. \$35,000.

Raised cabin cockpit boat, built Maine by Wm. Frost, 41' x 11' x 3'. Chrysler Crown 2½:1 reduction. Fast, comfortable, seaworthy, ideally suited for seining, lobstering, offshore tunafishing, partying. \$3800.

Edwin B. Athearn, Marine Broker, Falmouth, Mass., Tel. 409-W.

ENGINES

Hercules Diesels, 150 hp., with 2:1 reduction. Chrysler Royals and Crowns, GM and Buda Diesels. Reasonable as are, or completely rebuilt. J. W. Helwege Co., 1 Woodcleft Ave., Freeport, N. Y.

TELEPHONES FOR SALE

3 Harvey-Wells ship-to-shore telephones, 110 volt D.C., 50 watts. Government surplus, reasonable. Telephone New Bedford, Mass. 34825. M. Rosenberg, 323 Bedford St., New Bedford, Mass.

ENGINE

One four-cylinder Atlas Imperial Diesel engine, approximately five years old. This engine is in excellent operating condition and is currently being used in the dragger *Diana C.* of Boston. This engine will be removed from the vessel late in February and will then be available for purchase. Inquiries should be directed to J. H. Westerbeke Corp., 280 Northern Ave., Boston, Mass.

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Brand new Hyde Windlass bronze propeller, 60" diameter, 38" pitch, 3-blade, right-hand, 5" bore, \$450 F.O.B. Gloucester, Mass. Call Boston, Liberty 2-3348.

MARINE DIESEL & GAS ENGINES

Kahlenberg (2) 120 hp. Mod. BF 4 cyl. new '43 ea. \$1850
Hall Scott Invaders (25) Mod. 168 200 hp. gas.....500 up
Kermath 500 hp. 720 rpm. like new, gas.....1000
Packard 1600 hp., new, gas.....3000
G.M. 500 hp. 720 rpm., like new.....5000
G.M. 1000 hp. marine, like new, Diesel.....11,000
Hercules 150 hp. @ 1800 rpm. Diesel, new '44.....950

Generators

LeRoi Westinghouse 25 kva 1/60/120 New, Mod. 382.....1250
200 kw. Gen. A/C 3/60/440 D.C. 2 G.M. Diesels.....7000
50 kw. Superior Gen. Mod. A6 complete.....1950
35 kw. Ideal Gen. new, 3/50/220-110 complete.....1850

Dredges

8" 20' x 40' and 18' x 36' gas driven 25' ladder.....18,000
12" 2 D13000 cats. 20' x 64' excellent.....22,500
6 yd. Steam Dipper Dredge and Tender 7 yd. Offers
Bucket Type Dredge on Steel Hull 155' x 44' x 8½'. Offers

Miscellaneous

Jaeger Hoists, new, Wisconsin 22 hp.....550
Windlass double drum Waukesha gas drive.....1250
Life Rafts 1-man and 5-man, War Surplus...\$21.95 & 34.50
EVEREADY SUPPLY CO. E. J. McCallum, Prop.
805 Housatonic Ave. 4-9471 Bridgeport, Conn.

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in the **YEARS AHEAD...**



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1—SEVEN MAIN BEARING CRANKSHAFTS . . . with Tocco-hardened journals in all models—assures long life, low maintenance.

2—NEW WATER PUMP* . . . built to stand the gaff of the toughest marine service—gearless, single shaft design, easily repaired at low cost.

3—WATER-PROOF IGNITION SYSTEM* . . . spark plugs and wiring protected against moisture for faster starting—no stalling in foul weather.

4—GEAR-DRIVEN GENERATOR . . . charges battery at engine speed, even while trolling—no belts or belt guards.

5—ALL-METAL MARINE FUEL PUMP . . . for greater safety—no glass bowl to crack.

6—JET-COOLED EXHAUST VALVE SEATS . . . design provides efficient water jet cooling of all exhaust valve seats—prolongs valve life and reduces maintenance.

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10—STA-NU-TRAL CLUTCH ON ALL MODELS . . . only Nordberg gives you this exclusive feature as standard equipment—stops propeller dead in the water, prevents torn nets and fouled wheels . . . improves maneuverability and safety . . . increases life of clutch parts.

*Optional extra equipment on BLUEFIN series —
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80 hp



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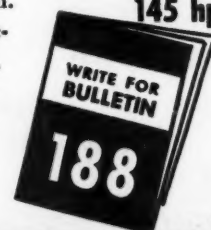
110 hp



KNIGHT



145 hp



G351





G351

